SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

RIO GRANDE DIVISION

18

To Take Effect Sunday, September 25, 1932, at 12:01 A. M.

# SEE NOTE

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only

# NOTE

EFFECTIVE DATE THIS TIMETABLE SUSPENDED TO 12:01 AM, SUNDAY, OCTOBER 2, 1932.

W B Kirkland
Supt. of Transportation

F. L. BURCKHALTER, *General Manager*	W. B. KIRKLAND, *Superintendent of Transportation*	A. E. SWEET, *Assistant General Manager*	H. S. FAIRBANK, *Superintendent*

EASTWARD

MESCAL SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths		SECOND CLASS						FIRST CLASS		Distance from San Francisco		Time Table No. 18 September 25, 1932		Distance from Douglas	FIRST CLASS			THIRD CLASS					
		964 Freight	942 Mixed	940 Mixed	962 Freight	920 Local Freight	960 Freight	4 Golden State Limited	12 Apache						11 Apache	3 Golden State Limited	1 Sunset Limited	921 Local Freight	941 Mixed	943 Mixed			
		Leave Daily	Leave Tues. Fri.	Leave Mon. Thurs.	Leave Daily	Leave Mon. Wed. Fri.	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thurs. Sat.	Arrive Mon. Thurs.	Arrive Wed. Sat.			
Yard										983.9	A. B. S.	TO-R TUCSON 0.8	Track No. 1	123.2	s 8.15AM	s 5.20PM	s 5.30PM	1.45PM					
										984.7		T. & N. R. R. JCT. 2.7		122.4									
Spur 2										987.4		POLVO 2.8		119.7	8.05	5.10	5.20	1.25					
P										990.2		SOUTH YARD JCT. 3.5		116.9									
77 P										993.7		CRUZ 4.1		113.4	f 7.56	5.01	f 5.11	1.03					
77 WP		See Tucson Division Time Table								997.8		RITA 5.9		109.3	f 7.50	4.55	f 5.05	12.47					
76 P										1003.7		VAIL 3.7		103.4	f 7.42	4.47	f 4.57	12.21PM					
77 P										1007.4		EMPIRE 5.5		99.7	f 7.37	4.42	f 4.52	11.56AM					
68 WP										1012.9		MARSH 4.8		94.2	f 7.29	4.34	f 4.44	11.26					
77 P										1017.7		CATALINA 4.6		89.4	f 7.22	4.27	f 4.37	11.01					
Ewd.94 IYPC Westward 81		6.30PM			9.05AM	6.15AM	3.05AM	12.10PM	5.55AM	1023.6 1022.2		TO-R MESCAL 2.3		84.8	f 7.15	4.20	4.30PM	10.39					
76 P		6.39			9.15	6.23	3.10	12.14	f 5.59	1024.5		MIRAMONTE 4.1		82.5	f 7.10	f 4.16		10.22					
77 WP		6.47			9.23	6.33	3.18	12.19	f 6.04	1028.6		WHETSTONE 6.9		78.4	f 7.04	f 4.10		10.03					
85 P		7.00			**9.35**	**6.55**	3.30	12.28	f 6.13	1035.5		SAN JUAN 7.6		71.5	f **6.55**	f 4.00		**9.35**					
77 P		7.14			9.48	7.10	3.44	12.38	f 6.23	1043.1		BOQUILLAS 3.3		63.9	f 6.44	f 3.50		9.10					
P		7.20	12.24PM	11.49AM	9.54	7.21	3.50	12.42	6.27	1046.4		BENSON JCT. 1.4		60.6	6.39	3.45		9.01	s 2.31PM	s 2.31PM			
										1047.8		N. M. & A. JCT. 0.4		59.2									
77 WYKPO		7.35	s 12.30PM	s 11.55AM	10.10	8.40	4.00	f 12.49	s **6.36**	1048.2		TO-R FAIRBANK 6.5		58.8	s **6.36**	s 3.42		8.45	2.25PM	2.25PM			
73 P		7.48			10.22	9.10	4.13	12.58	f 6.45	1054.7		CHARLESTON 4.1		52.3	f 6.20	f 3.28		7.53					
N.77 WYPK South 33		7.57			10.30	9.32	4.21	f 1.04	f 6.50	1058.8		TO LEWIS SPRINGS 6.1		48.2	f 6.13	f 3.21		7.41					
79 P		8.09			10.43	9.53	4.32	1.13	f 6.58	1064.9		SAN PEDRO 4.1		42.1	f 6.03	f 3.11		7.23					
78 WP		8.18			10.55	10.12	4.40	1.20	f **7.04**	1069.0		TO HEREFORD 6.1		38.0	f 5.56	f 3.04		**7.04**					
76 P		8.35			11.12	10.30	4.55	1.29	f 7.12	1075.1		STARK 5.8		31.9	f 5.46	f 2.54		6.34					
North 68 P South 68		8.52			11.23	10.51	5.05	1.37	s 7.21	1080.9		NACO 4.1		26.1	s 5.36	f 2.44		6.08					
69 WYPC Yard		9.10			**11.41**	**11.41AM**	**5.27**	s 1.50	s 7.33	1085.0		TO BISBEE JUNCTION 4.7		22.0	s **5.27**	s 2.35		**5.27**					
78 P		9.20			11.51AM	12.01PM	5.50	1.58	f 7.41	1089.7		CROOK 3.8		17.3	f 5.12	f 2.19		4.40					
Spur 18										1093.5		SILICA 3.4		13.5									
78 WP		9.35			12.07PM	12.21	6.05	**2.08**	f 7.51	1096.9		FORREST 7.4		10.1	f 5.01	f **2.08**		4.25					
72 P		9.50			12.34	1.18	6.20	2.17	8.00	1104.3		CALUMET 2.7		2.7	f 4.52	f 1.55		4.10					
Yard WFYTBKP		10.00PM			12.45PM	1.30PM	6.30AM	s 2.22PM	s 8.05AM	1107.0		TO-R DOUGLAS		0.0	4.47AM	1.50PM		4.00AM					
		Arrive Daily	Arrive Tues. Fri.	Arrive Mon. Thurs.	Arrive Daily	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily	Arrive Daily			123.2			Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thurs. Sat.	Leave Mon. Thurs.	Leave Wed. Sat.			
		(3.30) 24.23	(0.06) 18.00	(0.06) 18.00	(3.40) 23.13	(7.15) 11.23	(3.25) 24.78	(2.12) 38.54	(2.10) 39.13			............Time Over District.......... ......Average speed per hour			(3.28) 35.53	(3.30) 35.20	(1.00) 38.40	(9.45) 12.63	(0.06) 18.00	(0.06) 18.00			

Trains except first class, must move with caution between Douglas and west Switch Calumet and lookout for yard engines occupying main track.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)	Frequency
3	Any Station	Receive	Yuma		Daily
3	Any Station	Discharge		East of El Paso	Daily
3	Any Station	Discharge	Mescal to Polvo, inc.		Daily

HACHITA SUBDIVISION

EASTWARD									WESTWARD			
	SECOND CLASS				FIRST CLASS				FIRST CLASS		THIRD CLASS	
Capacity of Sidings in Car Lengths	964 Freight Leave Daily	962 Freight Leave Daily	960 Freight Leave Daily	924 Local Freight Leave Fri. Only	4 Golden State Limited Leave Daily	12 Apache Leave Daily	Distance from San Francisco	Time Table No. 18 September 25, 1932 STATIONS	Distance from Anapra	11 Apache Arrive Daily	3 Golden State Limited Arrive Daily	925 Local Freight Arrive Wed. only	923 Local Freight Arrive Thurs. Only

Capacity of Sidings in Car Lengths	
	WFYTBKP Yard
70	P
77	P
77	WP
77	P
77	P
77	P
77	WP
77	P
107	WPO
77	P
45	P
56	P
77	WP
77	P
77	P
81	P
77	P
79	WFYKP Yard
77	P
77	P
73	P
36	WYP
77	P
86	WPO
77	P
78	P
77	P
75	P
78	P
77	P
78	P
78	WPO
77	P
77	P

520-31
El Paso - September 28, 1932

TIME TABLE NO. 17

BULLETIN NO. 37

TRAINMEN,
ENGINEMEN,
HOSTLERS,
YARDMEN,
AGENTS,
TELEGRAPHERS,
SECTION FOREMEN,
SIGNAL MAINTAINERS,
B&B FOREMEN,
WATER SERVICE FOREMEN
OTHERS CONCERNED

Bulletin No. 35, Time Table No. 17, September 21, 1932, postponing the effective date of Time Table No. 18, is cancelled.

Rio Grande Division Time Table No. 18 with printed effective date 12:01 AM, Sunday, September 25, 1932 will become effective 12:01 AM, Sunday, October 2, 1932 instead of 12:01 AM September 25, 1932.

Distribution of Time Table No. 18 is being made in today's mail. It contains important changes in schedules and rules. All employes addressed must provide themselves with a copy.

Rio Grande Division employes working between Mescal and Tucson must also provide themselves with a copy of Tucson Division Supplement No. 1 to Time Table No. 103 with printed effective date 12:01 AM, Sunday, September 25, 1932, which will become effective 12:01 AM, Sunday, October 2, 1932, instead of 12:01 AM September 25, 1932.

H. S. FAIRBANK

I certify that Rio Grande Division Time Table No. 17, Bulletin No. 34, was received and posted on Trainmen's - Enginemen's - Yardmen's Bulletin Board at ________________ at ____________________ 1932
(Station) (time & date)

Additional Stations: Pot Hook 1194.8

At Hachita the siding is on the south side of the main track, the east switch being located 200 feet east of coal chute and the west switch 230 feet west of west wye switch.

3 3 3 4	Any Station Any Station Any Station Hachita	Discharge Receive Receive Receive or Discharge	Yuma Calumet to Polvo, Inc. Dalhart

RGE PASSENGERS

From (or Beyond)	Frequency
Any Station Any Station	Daily Daily
East of El Paso Los Angeles	Daily Daily Daily Daily

NOTE: Flag stops on schedule No. 3 at Animas, Apache, Chiricahua and Bernardino are for revenue passengers only.

EASTWARD

MESCAL SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS						FIRST CLASS		Distance from San Francisco	Time Table No. 18 September 25, 1932	Distance from Douglas	FIRST CLASS			THIRD CLASS					
	964 Freight	942 Mixed	940 Mixed	962 Freight	920 Local Freight	960 Freight	4 Golden State Limited	12 Apache				11 Apache	3 Golden State Limited	1 Sunset Limited	921 Local Freight	941 Mixed	943 Mixed			

Capacity of Sidings in Car Lengths	941 Mixed	943 Mixed
	Arrive Mon. Thurs.	Arrive Wed. Sat.
Yard		
Spur 2		
P		
77 P		
77 WP		
76 P		
77 P		
68 WP		
77 P		
Ewd. 94 IYP Westward 8		
76 P		
77 WP		
85 P		
77 P		
P	s 2.31PM	s 2.31PM
77 WYKPO	2.25PM	2.25PM
73 P		
N. 77 WYPI South 33		
79 P		
78 WP		
76 P		
North 68 P South 68		
69 WYPC Yard		
78 P		
Spur 18		
78 WP		
72 P		
Yard WFYTBKE		
	Leave Mon. Thurs.	Leave Wed. Sat.
	(0.06) 18.00	(0.06) 18.00

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)	Frequency
3	Any Station	Receive		East of El Paso	Daily
3	Any Station	Discharge	Yuma		Daily
3	Any Station	Discharge	Mescal to Polvo, inc.		Daily

HACHITA SUBDIVISION

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	964	962	960	924	4	12	Distance from San Francisco	Time Table No. 18 September 25, 1932	Distance from Anapra	11	3	925	923
	SECOND CLASS				FIRST CLASS					FIRST CLASS		THIRD CLASS	
	Freight	Freight	Freight	Local Freight	Golden State Limited	Apache				Apache	Golden State Limited	Local Freight	Local Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Fri. Only	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Wed. only	Arrive Thurs. Only
WFYTBKP Yard	10.50PM	**1.40**PM	7.15AM	4.10AM	2.29PM	8.15AM	1107.0	TO-R DOUGLAS 4.8	210.7	s 4.40AM	s **1.40**PM		1.00PM
70 P	11.15	1.55	7.40	**4.31**	2.37	f 8.23	1111.8	ACACIA 3.9	205.9	f **4.31**	1.29		12.40
77 P	11.33PM	2.16	7.54	4.46	2.44	f 8.30	1115.7	LEE 5.4	202.0	f 4.24	1.22		12.25
77 WP	12.05AM	**2.53**	8.20	5.12	**2.53**	f 8.39	1121.1	CAZADOR 5.5	196.6	f 4.16	1.14		12.05PM
77 P	12.20	3.07	8.35	5.25	3.02	f 8.48	1126.6	PERILLA 4.0	191.1	f 4.07	1.05		11.45AM
77 P	12.29	3.14	**8.53**	5.40	3.07	f **8.53**	1130.6	BERNARDINO 7.1	187.1	f 4.02	f 12.59		11.25
77 P	12.43	3.30	9.10	6.00	3.15	f 9.01	1137.7	CHIRICAHUA 9.4	180.0	f 3.54	f 12.50		11.00
77 WP	1.01	3.54	9.35	6.30	3.26	f 9.12	1147.1	APACHE 5.6	170.6	f 3.43	f 12.39		10.20
77 P	1.12	4.05	**9.45**	6.50	3.32	f 9.18	1152.7	MORA 6.0	165.0	f 3.37	12.32		**9.45**
107 WPC	1.32	4.21	10.05	7.10	3.43	s **9.30**	1158.7	TO RODEO 5.2	159.0	s 3.30	f 12.24		**9.30**
77 P	1.45	4.31	10.17	7.30	3.50	f 9.37	1163.9	APAN 6.6	153.8	f 3.22	12.17		9.10
45 P	1.59	4.47	10.38	7.50	3.59	f 9.47	1170.5	PRATT 5.4	147.2	f 3.13	12.08		8.50
56 P	2.10	4.59	10.50	8.10	4.05	f 9.53	1175.9	TO ANIMAS 5.5	141.8	f 3.07	f 12.01PM		8.30
77 WP	2.30	5.14	11.01	8.30	4.11	f 9.59	1181.4	ANTELOPE 6.4	136.3	f 3.01	11.54AM		8.15
77 P	**2.53**	5.32	11.13	8.55	4.19	f 10.07	1187.8	PLAYAS 5.6	129.9	f **2.53**	11.46		8.00
77 P	3.08	5.46	**11.39**	9.15	4.25	f 10.13	1193.4	GRADE 4.7	124.3	f 2.47	**11.39**		7.45
81 P	3.23	6.01	11.55AM	9.35	4.31	f 10.19	1198.1	VISTA 4.8	119.6	f 2.41	11.33		7.30
77 P	3.33	6.09	12.05PM	9.55	4.37	f 10.25	1202.9	MINERO 3.4	114.8	f 2.35	11.27		7.15
WFYKP 79 Yard	3.55	6.40	12.40	**10.30**	4.42	f **10.30**	1206.3	TO-R HACHITA 6.3	111.4	s 2.30	f 11.22	10.25AM	7.00AM
77 P	4.12	7.07	1.15	**11.13**	4.50	f 10.38	1212.6	CONTINENTAL 5.5	105.1	f 2.22	**11.13**	10.00	
77 P	4.22	7.18	1.26	11.30	4.57	f 10.45	1218.1	VICTORIO 7.5	99.6	f 2.15	11.06	9.45	
73 P	4.35	7.30	1.40	11.55AM	5.06	f **10.55**	1225.6	SAVOYA 5.3	92.1	f 2.06	**10.55**	9.25	
36 WYP	4.48	7.45	1.51	12.10PM	5.13	f 11.04	1230.9	HERMANAS 5.1	86.8	f 1.58	10.47	9.10	
77 P	4.58	7.56	2.01	12.25	5.19	f 11.10	1236.0	FORD 6.9	81.7	f 1.51	10.41	8.50	
77 P	5.12	8.09	2.15	12.50	5.27	f 11.18	1242.9	MIMBRES 7.4	74.8	f 1.42	10.33	8.30	
86 WPC	5.35	8.35	2.35	1.15	5.39	s 11.33	1250.3	TO COLUMBUS 6.5	67.4	s 1.32	f 10.24	8.05	
77 P	5.48	8.46	2.47	1.35	5.47	f 11.42	1256.8	MIRIAM 6.8	60.9	f 1.22	10.12	7.30	
78 P	6.01	9.07	2.59	1.55	5.55	f 11.51	1263.6	ARENA 5.3	54.1	f 1.14	10.04	7.20	
77 P	6.10	9.21	3.09	2.10	6.02	f 11.59AM	1268.9	ALTAIR 5.6	48.8	f 1.07	9.58	7.10	
75 P	6.20	9.32	3.20	2.30	6.09	f 12.07PM	1274.5	MALPAIS 4.0	43.2	f 1.00	9.52	6.45	
78 P	**6.27**	9.55	3.27	2.45	6.14	f 12.13	1278.5	MONUMENT 7.1	39.2	f 12.55	9.47	**6.27**	
77 P	6.41	10.10	3.39	3.05	6.22	f 12.23	1285.6	MT. RILEY 5.6	32.1	f 12.46	9.39	6.10	
78 P	6.51	10.23	3.50	3.20	6.28	f 12.31	1291.2	POTRILLO 7.8	26.5	f 12.39	9.32	5.55	
78 WPO	7.08	10.38	4.05	3.40	6.37	f 12.42	1299.0	NORIA 9.9	18.7	f 12.30	9.23	5.37	
77 P	7.28	10.58	4.23	4.10	6.47	f 12.55	1308.9	MASTODON 8.8	8.8	f 12.18	9.12	5.00	
77 P	7.45AM	11.18PM	4.40PM	4.35PM	6.59PM	f 1.09PM	1317.7	TO-R ANAPRA Junction Deming Subdivision	0.0	12.05AM	9.00AM	4.35AM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Fri. Only	Arrive Daily	Arrive Daily		(210.7)		Leave Daily	Leave Daily	Leave Wed. only	Leave Thurs. Only
	(8.55)	(9.38)	(9.25)	(12.25)	(4.30)	(4.54)		Time Over District		(4.35)	(4.40)	(5.50)	(6.00)
	23.62	21.98	22.37	16.96	46.82	43.00		Average speed per hour		45.97	45.15	19.09	16.55

A. B. S. (Hachita to Douglas)

Additional Stations: Pot Hook 1194.8

Schedule time and train orders apply as follows:

Anapra—Westward trains—WEST switch of EAST crossover;
Eastward trains—EAST switch of WEST crossover;
(Deming Subdiv.)
Eastward trains—EAST switch of EAST crossover.
(Hachita Subdiv.)

At Hachita the siding is on the south side of the main track, the east switch being located 200 feet east of coal chute and the west switch 230 feet west of west wye switch.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
11	Pot Hook	Receive or Discharge	Any Station	Any Station	Daily
12	Pot Hook	Receive or Discharge	Any Station	Any Station	Daily
3	Any Station	Discharge		East of El Paso	Daily
3	Any Station	Receive	Yuma		Daily
3	Any Station	Receive	Calumet to Polvo, inc.,		Daily
4	Hachita	Receive or Discharge	Dalhart	Los Angeles	Daily

NOTE: Flag stops on schedule No. 3 at Animas, Apache, Chiricahua and Bernardino are for revenue passengers only.

EASTWARD

DEMING SUBDIVISION

Time Table No. 18

September 25, 1932

Capacity of Sidings in Car Lengths	SECOND CLASS								FIRST CLASS			Distance from San Francisco	STATIONS
	962	984	960	924	982	926	964	980	4	2	12		
	Freight	Freight	Freight	Local Freight	Freight	Local Freight	Freight	Freight	Golden State Limited	Sunset Limited	Apache		
	Leave Daily	Leave Daily	Leave Daily	Leave Fri. Only	Leave Daily	Leave Tues. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Yard WFYTPBK		4.35PM			6.55AM	4.00AM		12.01AM		3.20PM		1148.3	TO-R LORDSBURG
70 P		4.46			7.06	4.18		12.12		f **3.27**		1153.0	4.7 ULMORIS
66 P		5.00			7.20	4.46		12.24		f 3.35		1159.0	6.0 LISBON
70 P		5.25			7.45	5.10		12.44		f 3.43		1164.4	5.4 HAWKINS
107 WP		5.50			8.03	5.24		1.00		f 3.48		1168.0	3.6 TO SEPAR
71 P		6.05			8.23	5.44		1.09		f 3.56		1173.8	5.8 LADIM
70 P		6.16			8.35	6.03		1.18		f 4.03		1179.6	5.8 WILNA
71 P		6.23			8.41	6.19		1.24		f 4.08		1183.5	3.9 QUINCY
70 WP		6.32			8.49	6.39		1.32		f 4.14		1188.5	5.0 TO GAGE
100 P		6.42			8.57	6.57		1.40		f 4.19		1193.2	4.7 MONGOLA
70 P		6.53			9.07	7.21		1.50		f 4.26		1199.6	6.4 TUNIS
70 P		7.00			9.13	7.34		1.56		f 4.30		1203.3	3.7 PARMA
70 P		7.05			9.18	7.44		2.01		4.33		1206.1	2.8 CAMP CODY
240 PWYC		7.31			9.48	8.01		2.24		s 4.48		1208.0	1.9 TO DEMING
70 P		7.43			**10.01**	8.17		2.38		f 4.56		1212.5	4.5 LUXOR
71 P		7.54			10.16	8.41		2.58		f 5.03		1218.9	6.4 CARNE
										f		1222.0	3.1 MIESSE
70 P		8.06			**10.35**	9.03		3.09		f 5.11		1225.7	3.7 MYNDUS
108 WP		8.23			10.43	9.19		3.17		f 5.16		1229.6	3.9 AKELA
66 P		8.30			10.51	9.40		3.25		f 5.22		1233.9	4.3 TO CAMBRAY
66 P		8.38			10.59	9.58		3.33		f 5.28		1238.4	4.5 DONA
107 P		8.46			11.07	**10.16**		3.41		f 5.33		1243.0	4.6 CHAPPEL
80 P		8.59			11.26	10.36		3.53		f 5.39		1247.4	4.4 ADEN
71 P		9.06			11.51	11.01		4.00		f 5.44		1251.3	3.9 PRONTO
71 P		9.12			11.58AM	11.21		4.06		f 5.48		1254.6	3.3 KENZIN
107 WOP		9.34			12.20PM	11.45AM		4.19		f 5.59		1259.4	4.8 TO AFTON
70 P		9.45			12.36	12.10PM		4.29		f 6.06		1264.7	5.3 RUTTER
107 P		9.54			12.46	12.30		4.37		f 6.12		1269.5	4.8 LANARK
71 P		10.03			**12.55**	**12.55**		4.45		f 6.18		1274.5	5.0 VEVAY
North 82 South 67 YPW		10.12			1.08	1.28		4.54		f 6.26		1279.7	5.2 STRAUSS
71 P		10.22			1.19	2.00		**5.09**		f 6.35		1285.2	5.5 LIZARD
83 P	11.18PM	10.33	4.40PM	4.35PM	1.30	2.30	7.45AM	5.20	6.59PM	f 6.44	1.09PM	1317.7	4.7 TO-R ANAPRA Jct. Hachita Subdivision
32 P												1319.1	1.4 BOWEN
												1320.1	1.0 BRICK
												1320.9	.8 ICE HOUSE XOVER
I	11.43	10.55	5.05	4.55	1.55	3.05	8.10	5.43	7.12	6.57	1.22	1322.8	1.9 TOWER 6 Jct. T. & N. O. Tracks 1 and 2
BKP Yard									s 7.15PM	s 7.00PM	s 1.25PM	1295.9	0.4 TO-R EL PASO Union Passenger Depot
WFTPYBK Yard	11.58PM	11.10PM	5.20PM	5.10PM	2.10PM	3.30PM	8.25AM	5.58AM				1297.0	1.1 TO-R EL PASO Octavia Street T. & N-O Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Fri. Only	Arrive Daily	Arrive Tues. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(148.2)
	(0.40)	(6.35)	(0.40)	(0.35)	(7.15)	(11.30)	(0.40)	(5.57)	(0.16)	(3.40)	(0.16)		.... Time Over District ....
	9.90	22.52	9.90	11.31	20.44	12.77	9.90	24.92	20.62	40.11	20.62		..........Average Speed per hour..........

A. B. S.

Track No. 2

Schedule Time and train orders apply as follows: Anapra—Westward trains—WEST switch of EAST crossover; Eastward trains, Deming Subdivision—EAST switch of WEST crossover; Eastward trains, Hachita Subdivision—EAST switch of EAST crossover;

Within the limits of El Paso Union Passenger Depot Company's Yard employes are subject to rules and regulations of that Company.

Distance from San Francisco, Anapra to Tower 6 inclusive, is via Track No. 2.

Junction switch Lordsburg—Hachita Branch (A. & N. M. Jct.) 0.5 mile west of Lordsburg.

DEMING SUBDIVISION — WESTWARD

Time Table No. 18
September 25, 1932

			STATIONS	Distance from El Paso, Oct. St.	FIRST CLASS 3 Golden State Limited Arrive Daily	FIRST CLASS 1 Sunset Limited Arrive Daily	FIRST CLASS 11 Apache Arrive Daily	THIRD CLASS 927 Local Freight Arrive Mon. Only	THIRD CLASS 925 Local Freight Arrive Wed. Only	Capacity of Sidings in Car Lengths
A. B. S.	TO-R		LORDSBURG	148.7		s 12.30PM		3.55PM		
		4.7	ULMORIS	144.0		f 12.18		3.27		
		6.0	LISBON	138.0		f 12.11		2.35		
		5.4	HAWKINS	132.6		f 12.05PM		2.04		
	TO	3.6	SEPAR	129.0		f 11.59AM		1.47		
		5.8	LADIM	123.2		f 11.51		1.25		
		5.8	WILNA	117.4		f 11.43		1.01		
		3.9	QUINCY	113.5		f 11.38		12.45		
	TO	5.0	GAGE	108.5		f 11.31		12.22PM		
		4.7	MONGOLA	103.8		f 11.25		11.59AM		
		6.4	TUNIS	97.4		f 11.18		11.37		
		3.7	PARMA	93.7		f 11.14		11.24		
		2.8	CAMP CODY	90.9		11.11		11.16		
	TO	1.9	DEMING	89.0		s 11.01		11.01		
		4.5	LUXOR	84.5		f 10.50		10.01		
		6.4	CARNE	78.1		f 10.43		9.37		
		3.1	MIESSE	75.0		f				
		3.7	MYNDUS	71.3		f 10.35		9.19		
		3.9	AKELA	67.4		f 10.31		9.06		
	TO	4.3	CAMBRAY	63.1		f 10.26		8.51		
		4.5	DONA	58.6		f 10.21		8.37		
		4.6	CHAPPEL	54.0		f 10.16		8.24		
		4.4	ADEN	49.6		f 10.10		8.11		
		3.9	PRONTO	45.7		f 10.05		7.58		
		3.3	KENZIN	42.4		f 10.01		7.47		
	TO	4.8	AFTON	37.6		f 9.55		7.32		
		5.3	RUTTER	32.3		f 9.44		7.10		
		4.8	LANARK	27.5		f 9.39		6.51		
		5.0	VEVAY	22.5		f 9.33		6.30		
		5.2	STRAUSS	17.3		f 9.27		6.00		
		5.5	LIZARD	11.8		f 9.18		5.09		
Track No. 1	TO-R	4.7	ANAPRA Junction Hachita Subdivision	7.1	9.00AM	f 9.10	f 12.05AM	4.35	4.35AM	
		2.0	BRICKLAND	5.1						Spur P
		1.0	RIO GRANDE	4.1						
		2.6	TOWER 6 Jct. T and NO Tracks 1 and 2	1.5	8.48	8.58	11.53PM	4.20	4.20	I
	TO-R	0.4	EL PASO Union Passenger Depot	1.1	8.45AM	8.55AM	11.50PM			BKP Yard
	TO-R	1.1	EL PASO Octavia Street Pac. Lines	0.0				4.10AM	4.10AM	WFTPY BK Yard
			(148.7)		Leave Daily	Leave Daily	Leave Daily	Leave Mon. Only	Leave Wed. Only	
			Time Over District		(0.15)	(3.35)	(0.15)	(11.45)	(0.25)	
			Average speed per hour		24.00	41.19	24.00	12.65	17.04	

Schedule time and train orders apply as follows: Anapra—Westward trains—WEST switch of EAST crossover; Eastward trains, Deming Subdivision—EAST switch of WEST crossover; Eastward trains, Hachita Subdivision—EAST switch of EAST crossover.
Within the limits of El Paso Union Passenger Depot Company's Yard, employes are subject to rules and regulations of that Company.
Junction switch Lordsburg—Hachita Branch (A. & N. M. Jct.) 0.5 mile west of Lordsburg.

Distance from San Francisco via Track 1 Anapra to Rio Grande
- Anapra 1289.9
- Brickland 1291.9
- Rio Grande 1292.9

DEMING SUBDIVISION — WESTWARD / EASTWARD

Time Table No. 18
September 25, 1932
Valedon Branch

Capacity of Sidings in Car Lengths		STATIONS	Distance from San Francisco	Distance from Valedon
40		OIL SIDING	1148.3	4.3
Spur	7	3.2 SHAKESPEARE	1150.1	1.1
Spur	4	0.6 LAWRENCE	1150.7	0.5
3	P	0.5 VALEDON	1151.2	0.0
		(4.3)		

EASTWARD — HACHITA SUBDIVISION — WESTWARD

Time Table No. 18
September 25, 1932
Lordsburg-Hachita Branch

Capacity of Sidings in Car Lengths			Distance from San Francisco		STATIONS	Distance from Hachita
WYKFP Yard			1206.3	TO-R	HACHITA	0.0
Spur	11		1179.2		6.5 BAKER	6.5
54	P		1168.5		10.7 BROCKMAN	17.2
56			1157.9		10.6 ROBERT	27.8
40			1148.3		9.6 OIL SIDING	37.4
	P		1147.8	A. B. S.	0.9 A. & N. M. JUNCTION	38.3
WPYTBKF Yard			1148.3	TO-R	0.5 LORDSBURG	38.8
					(38.8)	

Time Over District
Average speed per hour

Mixed train service will be operated on the first Sunday of every third month beginning with Sunday November 6th, 1932.
Derail in Main Track 295 feet west of A. & N. M. Junction switch.

EASTWARD — DEMING SUBDIVISION — WESTWARD

Time Table No. 18
September 25, 1932
Clifton Branch

Capacity of Sidings in Car Lengths		SECOND CLASS 952 Mixed Leave Daily	Distance from San Francisco		STATIONS	Distance from Clifton	THIRD CLASS 953 Mixed Arrive Daily
WPYTBKF Yard		3.25PM	1148.3	TO-R	LORDSBURG	69.9	s 11.40PM
52		f 3.48	1156.2		9.8 VEITCH	60.1	f 11.15
43	P	f 4.08	1165.3		9.1 SUMMIT	51.0	f 10.55
35		f 4.19	1170.8		5.5 FOSTER	45.5	f 10.43
39		f 4.30	1176.2		5.4 THOMSON	40.1	f 10.30
7		f 4.40	1180.9		4.7 FRANKLIN	35.4	f 10.19
50	WP	s 4.52	1184.3	TO	3.4 DUNCAN	32.0	s 10.10
15		f 5.00	1186.9		2.6 FOX	29.4	f 9.58
51		f 5.18	1192.6		5.7 SHELDON	23.7	f 9.38
43		f 5.38	1199.1		6.5 YORK	17.2	f 9.14
No. 1-26 No. 2-22	WP	f 5.58	1205.2		6.1 GUTHRIE	11.1	f 8.52
23	P	f 6.13	1209.8		4.6 SOUTH SIDING	6.5	f 8.36
25	P	f 6.38	1214.2		4.4 SMELTER	2.1	f 8.20
WTPK Yard		s 6.55PM	1216.8	A. B. S. TO-R	2.1 CLIFTON	0.0	8.10PM
		Arrive Daily	1216.7		(69.9)		Leave Daily
		(3.30)			Time Over District		(3.30)
		19.97			Average speed per hour		19.97

Nos. 952 and 953 stop at Centre St., Clifton, for passengers.
Automatic Block Signals Clifton extend between M. P. 1215.9 and 1216.7. Derails and fouling points on connecting tracks are not connected to signals.

EASTWARD — DEMING SUBDIVISION — WESTWARD

Time Table No. 18
September 25, 1932
Tyrone Branch

Capacity of Sidings in Car Lengths			Distance from San Francisco	STATIONS	Distance from Tyrone	
			1240.2	BURRO MTN. JCT.	12.5	
			1251.2	11.0 MILL SPUR	1.5	
Yard	Y		1252.7	1.5 TYRONE	0.0	
				(47.2)		

Time Over District
Average speed per hour

Derail in main track 150 feet west of east wye switch, Tyrone.
Train service handled by A. T. & S. F. Ry. Co.
Train will be operated first Saturday in every second month beginning May 7, 1932.

EASTWARD HACHITA SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 950 Mixed Leave Mon. Wed. Fri.	Distance from San Francisco		Time Table No. 18 September 25, 1932 Cochise-Douglas Branch STATIONS	Distance from Douglas	SECOND CLASS 951 Mixed Arrive Tues. Thurs. Sat.
WFYTBKP Yard	8.20AM	1107.0	TO-R	DOUGLAS	0.0	s 12.33PM
				19.5		
12	f 9.21	1104.1		McNEAL	19.5	s 11.15AM
				5.6		
Spur 10	f 9.39	1098.5		ELFRIDA	25.1	f 10.43
				3.3		
Spur 4	f 9.51	1095.2		WEBB	28.4	f 10.30
				2.9		
North 12 South 11 YPW	s 10.10	1092.3		KELTON A. E. R. R. Crossing	31.3	s 10.20
				12.6		
40 YP	s 10.55	1079.7	TO	PEARCE	43.9	s 9.00
				8.3		
38 WP	f 11.25	1071.4		SERVOSS	52.2	f 8.30
				7.5		
Yard BOYP	s 11.59AM	1063.9	TO-R	COCHISE	59.7	8.00AM
	Arrive Mon. Wed. Fri.			(59.7)		Leave Tues. Thurs. Sat.
	(3.39)			Time Over District		(4.33)
	16.35			Average speed per hour		13.12

EASTWARD HACHITA SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths		Distance from San Francisco		Time Table No. 18 September 25, 1932 Courtland Branch STATIONS	Distance from Courtland	
North 12 South 11 WYP		1092.3	R	KELTON	4.5	
				2.8		
32 Y		1095.4		GLEESON JCT.	1.7	
				1.7		
26 YP		1097.1		COURTLAND	0.0	
				(4.5)		
				Time Over District		
				Average speed per hour		

EASTWARD HACHITA SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths		Distance from San Francisco		Time Table No. 18 September 25, 1932 Gleeson Branch STATIONS	Distance from Gleeson	
North 12 South 11 WYP		1092.3	R	KELTON	6.2	
				3.2		
Spur 25		1095.5		HOLMES	3.0	
				3.0		
9 P		1098.5		GLEESON	0.0	
				(6.2)		
				Time Over District		
				Average speed per hour		

EASTWARD MESCAL SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 942 Mixed Leave Tues., Fri.	Distance from San Francisco		Time Table No. 18 September 25, 1932 Patagonia Branch STATIONS	Distance from Flux	THIRD CLASS 943 Mixed Arrive Wed., Sat.
77 PWOYK	3.45PM	1048.2	A. B. S. TO-R	FAIRBANK	47.0	s 11.30AM
				0.4		
P		1051.7		N. M. & A. JUNCTION	46.6	
				5.3		
11	f 4.05	1057.0		BROOKLINE	41.3	f 11.10
				5.5		
35	s 4.24	1062.5		CAMPSTONE	35.8	s 10.51
				11.3		
30 PW	s 5.01	1073.8		ELGIN	24.5	s 10.14
				2.2		
Spur 4	f	1076.0		CANELO	22.3	f
				6.1		
34 P	s 5.29	1082.1		SONOITA	16.2	s 9.46
				6.3		
	f	1088.4		ASHBURN	9.9	f
				3.6		
32	f 6.02	1092.0		CRITTENDEN	6.3	f 9.13
				3.1		
33 TW	s 6.15PM	1095.1	TO-R	PATAGONIA	3.2	9.00AM
				3.2		
Spur 4		1098.3		FLUX	0.0	
	Arrive Tues., Fri.			(47.0)		Leave Wed., Sat.
	(2.30)			Time Over District		(2.30)
	18.80			Average speed per hour		18.80

Trains 942 and 943 stop on signal at Perrin Trust Ranch House 2.8 miles east of Canelo.
Derail in Main track 260 feet east of N. M. & A. Jct.

EASTWARD MESCAL SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco		Time Table No. 18 September 25, 1932 Bisbee Branch STATIONS	Distance from Bisbee
Yard YWPC	1085.0	TO-R	BISBEE JUNCTION	7.8
			3.2	
77 P	1088.3		CORTA	4.6
			1.5	
Yd YWPOBK	1089.8		DON LUIS	3.1
			1.0	
No. 1-20 No. 2-17	1090.8		GALENA	2.1
			0.9	
WP Spur 10	1091.7		LOWELL	1.2
			1.2*	
14 P	1092.9	TO	BISBEE	0.0
			(7.8)	
			Time Over District	
			Average speed per hour	

East leg of wye at Bisbee Jct. is main track of Bisbee Branch. Both east and west wye switches at Don Luis will be kept lined for Don Luis yd. Derail in main track 225 ft. west of Bisbee station.

EASTWARD MESCAL SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 18 September 25, 1932 Bisbee-Lowell Cut-off STATIONS	Distance from Lowell
77 P	1088.3	CORTA	2.8
		1.3	
Spur 13	1089.6	WARREN	1.5
		1.5	
PW Spur 10	1091.7	LOWELL	0.0
		(2.8)	
		Time Over District	
		Average speed per hour	

EASTWARD MESCAL SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 942 Mixed Leave Tues. Fri.	SECOND CLASS 940 Mixed Leave Mon. Thurs.	Distance from San Francisco		Time Table No. 18 September 25, 1932 Benson-Fairbank Branch STATIONS	Distance from Benson Jct.	THIRD CLASS 941 Mixed Arrive Mon. Thurs.	THIRD CLASS 943 Mixed Arrive Wed. Sat.	
Yard WYPBKO	11.00AM	10.30AM	1032.6	TO-R	BENSON	18.0	s 4.15PM	s 4.15PM	Apache Powder Co. Spur M. P. 1039.6 Nos. 940, 941, 942 and 943 stop on signal.
					5.5				
Spur 7	f 11.19	f 10.49	1038.1		ST. DAVID	12.5	f 3.45	f 3.45	
					1.7				
16 P	s 11.44	s 11.15	1039.8	TO	CURTISS	10.8	s 3.10	s 3.10	
					2.6				
13	f 11.54AM	f 11.23	1042.4		LAND	8.2	f 2.57	f 2.57	
					6.1				
	f	f	1048.5		CONTENTION	2.1	f	f	
					2.1				
P	s 12.24PM	s 11.49AM	1046.4		BENSON JCT.	0.0	2.31PM	2.31PM	
	Arrive Tues. Fri.	Arrive Mon. Thurs.			(18.0)		Leave Mon. Thurs.	Leave Wed. Sat.	
	(1.24)	(1.19)			Time Over District		(1.44)	(1.44)	
	12.85	13.67			Average speed per hour		10.38	10.38	

EASTWARD MESCAL SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 948 Mixed Leave Daily	SECOND CLASS 946 Mixed Leave Daily	Distance from San Francisco		Time Table No. 18 September 25, 1932 Ft. Huachuca Branch STATIONS	Distance from Ft. Huachuca	SECOND CLASS 947 Mixed Arrive Daily	SECOND CLASS 949 Mixed Arrive Daily
N. 77 S. 33 KWYP	3.25PM	1.05PM	1058.8	TO-R	LEWIS SPRINGS	13.2	s 12.35PM	s 2.50PM
					10.1			
23	f 3.55	f 1.35	1068.9		GARDEN CANON	3.1	f 12.05PM	f 2.20
					3.1			
34 YB	s 4.05PM	s 1.45PM	1072.0	TO-R	FT. HUACHUCA	0.0	11.55AM	2.10PM
	Arrive Daily	Arrive Daily			(13.2)		Leave Daily	Leave Daily
	(0.40)	(0.40)			Time Over District		(0.40)	(0.40)
	19.79	19.79			Average speed per hour		19.79	19.79

Derail Main Track 237 feet east of junction Switch, Lewis Springs.

Rule S-72 Exception, No. 946 is superior to No. 949.

EASTWARD MESCAL SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 944 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 18 September 25, 1932 Tombstone Branch STATIONS	Distance from Tombstone	THIRD CLASS 945 Mixed Arrive Daily Ex. Sunday
OWYPK	12.50PM	1048.2	TO-R	FAIRBANK	9.0	s 2.05PM
				9.0		
WY	s 1.20PM	1057.5	TO-R	TOMBSTONE	0.0	1.35PM
	Arrive Daily Ex. Sunday			(9.0)		Leave Daily Ex. Sunday
	(0.30)			Time Over District		(0.30)
	18.00			Average speed per hour		18.00

Derail main track 300 ft. east of junction switch Fairbank.

ALAMOGORDO SUBDIVISION

	EASTWARD												WESTWARD		
Capacity of Sidings in Car Lengths	THIRD CLASS	SECOND CLASS				FIRST CLASS		Distance from San Francisco		Time Table No. 18		Distance from Carrizozo	FIRST CLASS		THIRD CLASS
	930	996	994	992	990	4	12			September 25, 1932			3	11	931
	Local Freight	Freight	Freight	Freight	Freight	Golden State Limited	Apache						Golden State Limited	Apache	Local Freight
	Leave Mon. only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Sat. only
Yard BKIP						7.35PM	1.40PM	1295.9	A. B. S.	TO-R EL PASO Union Passenger Depot 1.1	D. T.	144.0	s 8.30AM	s 11.35PM	
Yard FBWYTPK	4.00AM	7.00PM	12.50PM	6.25AM	12.01AM	7.42	1.47	1297.0		TO-R EL PASO Octavia St. T. & N.O. Co. Yard 0.6		142.9	8.24	11.28	
P	4.03	7.03	12.53	6.28	12.04	7.45	**1.50**	1297.6		EL PASO Tower 47 T. & N. O. Co. Connection		142.3	8.22	11.25	
YARD P								1297.0		EL PASO Dallas St. Yard 4.5		142.9			**1.50PM**
24 Spur P							f	1301.5		FORT BLISS 0.8		138.4		f	
107 P	4.44	7.35	**1.25**	7.00	12.35	8.05	f 2.12	1302.3		PLANEPORT 6.7		137.6	8.01	f 11.03	**1.25**
76 P	5.05	7.47	1.37	7.20	12.46	8.12	f 2.19	1309.0		PANCHO 7.1		130.9	7.53	f 10.56	1.05
106 WP	5.30	8.00	1.50	**7.44**	12.59	8.20	f 2.27	1316.1		TO NEWMAN 5.6		123.8	**7.44**	f 10.47	12.45
78 P	5.55	8.12	2.02	8.00	1.12	8.26	f 2.33	1321.7		HUECO 4.5		118.2	7.37	f 10.41	12.25
79 P	6.10	8.20	2.10	8.08	1.20	8.31	f 2.38	1326.2		ALVARADO 5.9		113.7	7.31	f 10.36	12.05PM
78 P	6.30	8.31	2.21	8.20	1.32	8.37	f 2.44	1332.1		DESERT 7.1		107.8	7.24	f 10.30	11.45AM
77 P	6.50	**8.45**	2.35	8.34	1.45	**8.45**	f 2.52	1339.2		ELWOOD 5.8		100.7	7.16	f 10.22	11.25
126 WYP	**7.09**	9.06	2.48	8.50	2.00	8.56	f 3.04	1345.0		TO OROGRANDE Junction Jarilla Branch 6.3		94.9	**7.09**	f 10.16	11.10
78 P	7.30	9.18	3.01	9.08	2.12	9.04	f 3.13	1351.3		TURQUOISE 5.7		88.6	7.01	f 10.09	10.40
77 P	7.50	9.28	3.13	9.20	2.22	9.10	f 3.20	1357.0		PAXTON 5.1		82.9	6.54	f 10.02	10.25
81 P	8.10	9.37	**3.27**	9.30	2.32	9.16	f **3.27**	1362.1		ESCONDIDA 3.9		77.8	6.47	f 9.56	10.10
99 P	8.30	**9.51**	3.40	9.36	2.39	9.20	f 3.33	1366.0		DUNES 6.3		73.9	6.42	f **9.51**	10.00
77 P	8.50	10.04	3.52	**9.48**	2.50	9.28	f 3.41	1372.3		VALMONT 5.9		67.6	6.34	f 9.43	**9.48**
116 P	9.15	10.17	4.05	9.59	3.02	**9.36**	f 3.49	1378.2		OMLEE 4.6		61.7	6.27	f **9.36**	9.25
184 FBWPK	**9.25** **10.45**	10.35	4.25	**10.20**	3.30	s 9.45	s 4.07	1382.8		TO-R ALAMOGORDO 1.4		57.1	s 6.21	s 9.24	9.00
YP	10.50	10.40	4.30	10.25	3.35	9.48	4.10	1384.2		ALAMOGORDO JCT. 4.4		55.7	6.11	9.15	7.30
77 P	11.10	10.55	4.45	10.40	3.50	9.54	f 4.18	1388.6		KEARNEY 7.0		51.3	6.06	f 9.10	7.15
79 P	11.45AM	11.10	5.00	10.55	4.05	10.02	s 4.30	1395.6		TO TULAROSA 7.4		44.3	s 5.58	s 9.02	6.50
77 P	12.15PM	11.25	5.15	11.10	4.20	10.11	f 4.39	1403.0		TEMPORAL 4.2		36.9	5.48	f 8.51	6.20
78 P	12.30	11.33	5.23	11.18	4.28	10.17	f 4.44	1407.2		SALINAS 5.7		32.7	5.43	f 8.46	6.00
78 WP	1.10	11.50PM	5.40	11.35	4.43	10.24	f 4.52	1412.9		TO THREE RIVERS 5.5		27.0	**5.36**	f 8.39	**5.36**
78 P	1.35	12.10AM	6.01	11.55AM	**5.03**	10.32	f 5.03	1418.4		NORTH 6.1		21.5	5.29	f 8.32	**5.03**
78 WP	2.05	12.30	6.25	12.20PM	**5.22**	10.42	f 5.14	1424.5		OSCURA 8.3		15.4	**5.22**	f 8.25	4.50
77 P	2.30	12.50	6.55	12.40	5.45	10.53	f 5.26	1432.8		POLLY 7.1		7.1	5.13	f 8.16	4.25
YARD FBWYPK	3.00PM	1.20AM	7.25PM	1.00PM	6.20AM	s 11.05PM	s 5.40PM	1439.9		TO-R CARRIZOZO		0.0	5.04AM	8.07PM	4.00AM
	Arrive Mon. only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(144.0)			Leave Daily	Leave Daily	Leave Sat. only
	(11.00) 12.99	(6.20) 22.56	(6.35) 21.71	(6.35) 21.71	(6.19) 22.68	(3.30) 41.14	(4.00) 36.00			Time over District Average Speed per Hour			(3.26) 41.94	(3.28) 41.53	(9.50) 14.53

Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)	Frequency
3	Any station	Discharge		Tucumcari	Daily

NOTE: Flag stops on Schedule No. 3 for revenue passengers only.

Within the limits of El Paso Union Passenger Depot Company's Yard, employees are subject to rules and regulations of that Company.

Between yard limit board East of Alamogordo Junction and connection between main track and siding located east of Alamogordo station, trains to and from the Cloudcroft Branch may move under authority of block signals only. All trains must move between these points prepared to stop expecting to find main track occupied. Cloudcroft trains must avoid delaying main line trains and should when practicable move through Alamogordo siding instead of through the connection.

First class trains meeting at Alamogordo will use that portion of the siding between the East and West connections just east and west of station; and time table schedules and train orders applicable between first class trains only will apply at these connections.

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS		SECOND CLASS				FIRST CLASS		Distance from San Francisco		Time Table No. 18	Distance from Tucumcari	FIRST CLASS		THIRD CLASS	
	934	932	994	992	990	996	4	12			September 25, 1932		3	11	933	935
	Local Freight	Local Freight	Freight	Freight	Freight	Freight	Golden State Limited	Apache					Golden State Limited	Apache	Local Freight	Local Freight
	Leave Tue. Thur. Sat.	Leave Wed. only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Thur. only	Arrive Mon. Wed. Fri.
Yard FBWYPK		4.00AM	8.20PM	1.30PM	7.00AM	2.00AM	11.13PM	5.50PM	1439.9		TO-R CARRIZOZO 0.4	187.5	s 4.57AM	s 7.59PM	11.00AM	
									1440.3		CARRIZOZO JUNCTION 6.6	187.1				
78 P		**4.46**	8.40	1.55	7.25	2.20	11.23	f 6.01	1446.9		ROBSART 5.3	180.5	**4.46**	f 7.48	10.35	
77 WP		5.10	8.55	2.15	7.45	2.35	11.31	f 6.09	1452.2		COYOTE 7.0	175.2	4.39	f 7.41	10.10	
77 P		5.45	9.15	2.40	8.10	2.55	11.42	f 6.19	1459.2		LARGO 4.3	168.2	4.30	f 7.32	9.40	
86 WP		6.10	9.45	3.05	8.40	3.23	11.51	s 6.28	1463.5		TO ANCHO 3.5	163.9	4.24	f 7.26	9.25	
106 P		6.30	10.05	3.20	**8.55**	3.40	11.57PM	f 6.34	1467.0		LUNA 6.0	160.4	4.19	f 7.21	**8.55**	
77 P		7.00	10.30	3.45	9.25	**4.11**	12.08AM	f 6.43	1473.0		TECOLOTE 4.8	154.4	**4.11**	f 7.13	8.20	
77 P		7.20	10.40	3.55	9.35	4.21	12.15	f 6.50	1477.8		ELDA 4.7	149.6	4.04	f 7.06	7.55	
132 WP		7.45	10.55	4.05	9.50	4.35	12.21	f **7.00**	1482.5		GALLINAS 8.4	144.9	3.58	f **7.00**	7.35	
74 YP		8.25	11.15	4.25	10.06	4.55	12.32	s 7.15	1490.9		TO CORONA 4.3	136.5	3.47	s 6.44	6.55	
75 P		8.40	11.24	4.33	10.15	5.03	12.38	f 7.21	1495.2		VARNEY 3.8	132.2	3.41	f 6.34	6.35	
74 WP		8.55	11.32	4.40	10.23	5.10	12.43	f 7.26	1499.0		TORRANCE 5.4	128.4	3.36	f 6.29	6.15	
77 P		9.20	11.43	4.50	10.35	5.20	12.50	f 7.33	1504.4		HELENA 6.2	123.0	3.29	f 6.22	5.50	
Yard WP		9.50	11.57PM	5.05	10.50	**5.30**	12.58	f 7.41	1510.6		TO DURAN 6.0	116.8	3.21	f 6.12	**5.30**	
84 P		10.20	12.10AM	5.20	11.05	5.45	1.06	f 7.49	1516.6		INDIOLE 4.9	110.8	3.13	f 6.04	4.45	
84 P		10.40	12.20	5.30	11.15AM	5.55	1.13	f 7.56	1521.5		EPRIS 3.9	105.9	3.06	f 5.57	4.20	
No. 1-105 KCWP No. 2-120	4.00AM	11.00AM	1.05	**5.50**	**12.10PM**	6.45	s 1.25	s 8.14	1525.4	A. B. S.	TO-R VAUGHN 2.7	102.0	s 3.00	s **5.50**	4.00AM	**12.10PM**
81 P	4.15		1.10	6.00	12.15	6.50	1.30	f 8.19	1528.1		TONY 5.2	99.3	2.50	f 5.40		11.59AM
77 P	4.40		1.24	6.10	12.25	7.00	1.37	f 8.26	1533.3		LEONCITO 6.7	94.1	2.43	f 5.33		11.40
78 P	5.10		**1.46**	6.22	12.37	7.12	**1.46**	f 8.35	1540.0		WINKLE 7.2	87.4	2.35	f 5.25		11.15
109 WP	5.50		2.00	6.35	12.55	7.35	1.55	f 8.44	1547.2		TO PASTURA 5.2	80.2	2.27	f 5.16		10.55
77 P	6.15		**2.20**	6.45	1.05	7.45	2.01	f 8.51	1552.4		GUADALUPE 6.1	75.0	**2.20**	f 5.08		10.30
77 P	6.45		2.35	6.57	1.17	7.57	**2.10**	f 9.00	1558.5		ARABELLA 5.2	68.9	**2.10**	f 4.59		10.10
77 CP	7.15		2.50	7.10	1.30	8.10	2.18	f 9.08	1563.7		PINTADO 4.6	63.7	1.57	f 4.51		9.45
No. 1-79 WYP No. 2-73	**8.20**		3.00	7.20	1.40	**8.20**	2.26	s 9.21	1568.3		TO SANTA ROSA 5.7	59.1	f 1.51	s 4.44		9.20
99 P	8.40		3.15	7.35	1.55	**8.35**	2.34	f 9.31	1574.0		HAWKS 3.4	53.4	1.39	f 4.31		**8.35**
76 P	8.55		3.25	7.45	2.05	8.45	2.39	f 9.36	1577.4		LOS TANOS 2.9	50.0	1.35	f 4.27		8.10
102 P	9.05		3.35	7.55	2.15	8.55	2.43	f 9.42	1580.3		ALCOR 5.5	47.1	1.31	f 4.23		7.50
107 P	9.25		3.50	8.15	2.35	9.15	2.51	s 9.54	1585.8		TO CUERVO 8.9	41.6	1.24	s 4.15		7.25
107 P	10.00		4.10	8.35	2.55	9.30	3.03	f 10.06	1594.7		NEWKIRK 5.7	32.7	1.13	f 4.02		6.40
76 P	10.25		4.20	8.45	3.10	9.40	3.11	f 10.14	1600.4		SIMMONS 6.3	27.0	1.06	f 3.53		6.15
107 WP	10.45		4.35	9.00	**3.43**	9.55	3.20	f 10.25	1606.7		MONTOYA 8.8	20.7	12.58	f **3.43**		5.45
77 P	11.30		**4.55**	9.20	4.05	10.15	3.32	f 10.37	1615.5		PALOMAS 6.4	11.9	12.48	f 3.33		**4.55**
76 P	11.55AM		5.10	9.35	4.20	10.27	3.41	f 10.47	1621.9		HARGIS 5.5	5.5	12.40	f 3.25		4.25
Yard FWYTPBK	12.10PM		5.30AM	10.00PM	4.45PM	10.45AM	s 3.53AM	s 11.00PM	1627.4		TO-R TUCUMCARI	0.0	12.30AM	3.15PM		4.00AM
	Arrive Tue. Thur. Sat.	Arrive Wed. only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(187.5)		Leave Daily	Leave Daily	Leave Thur. only	Leave Mon. Wed. Fri.
	(8.10) 12.50	(7.00) 12.21	(9.10) 20.43	(8.30) 22.06	(9.45) 19.23	(8.45) 21.43	(4.40) 40.17	(5.10) 36.26			....................Time over District.................... ....Average speed per hour....................		(4.27) 42.13	(4.44) 39.61	(7.00) 12.21	(8.10) 12.50

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)	Frequency
4	Santa Rosa	Receive	Only for stations train is scheduled to stop.		Daily
3	Any Station	Discharge		Tucumcari	Daily

Note: Flag stops on Schedule No. 3 for revenue passengers only.

Additional Station: Montoya Water Spur, M. P. 1606.0

SANTA ROSA SUBDIVISION

Capacity of Sidings in Car Lengths		EASTWARD SECOND CLASS 974 Mixed Leave Daily	Distance from San Francisco		Time Table No. 18 September 25, 1932 Dawson Branch STATIONS	Distance from Dawson	WESTWARD SECOND CLASS 975 Mixed Arrive Daily
Yard	TWYPBKF	6.30AM	1627.4	TO-R	TUCUMCARI	132.0	s 5.35PM
					7.5		
45	P	f 6.50	1634.9		BASCOM	124.5	f 5.10
					5.5		
33	P	f 7.05	1640.4		CANADIAN	119.0	f 4.45
					9.7		
45	P	f 7.30	1650.1		ATARQUE	109.3	f 4.15
					5.5		
1	Spur	f	1655.6		TRIGG RANCH	103.8	f
					6.1		
33	YWP	s 8.05	1661.7		CAMPANA	97.7	s 3.45
					5.9		
33	P	f 8.25	1667.6		MEDIO	91.8	f 3.15
					5.4		
63	CYP	f 8.50	1673.0		CABEZA	86.4	f 2.45
					4.9		
77	P	s 9.10	1677.9	TO	MOSQUERO	81.5	s 2.30
					8.4		
56	WP	s 9.30	1686.3		SOLANA	73.1	s 1.55
					9.8		
33	P	s 9.55 ¶10.20	1696.1	TO	ROY	63.3	¶ 1.30 s 12.35
					10.3		
62	YP	s 10.55	1706.4	TO	MILLS	53.0	s 12.10PM
					4.3		
79	P	f 11.10	1710.7		ALICIA	48.7	f 11.40AM
					4.9		
61	WP	s 11.25	1715.6		ABBOTT	43.8	s 11.25
					6.2		
55	P	f 11.40AM	1721.8		VERNON	37.6	f 10.50
					8.0		
40	CYP	s 12.05PM	1729.8	TO	TAYLOR	29.6	s 10.30
					11.5		
	P	s 12.35 12.50	1741.3		FRENCH	18.1	9.30 s 9.20
					0.4		
31	P	f 12.55	1741.7		LLOYD	17.7	f 9.15
					12.6		
Yard	PI	f 1.30	1754.3		COLFAX A. T. & S. F. R. R. Crossing	5.1	f 8.50
					5.1		
Yard	YCWTPBK	s 2.00PM	1759.4	TO-R	DAWSON	0.0	s 8.30AM
		Arrive Daily			(132.0)		Leave Daily
		(7.30)			Time over District		(9.05)
		17.60			Average Speed per hour		14.53

Derail 550 feet West of West switch, Dawson yard.

Time shown at French applies at A. T. & S. F. Station and is for information only.

ALAMOGORDO SUBDIVISION

Capacity of Sidings in Car Lengths		EASTWARD SECOND CLASS 970 Mixed Leave Daily	Distance from San Francisco		Time Table No. 18 September 25, 1932 Cloudcroft Branch STATIONS	Distance from Russia	WESTWARD THIRD CLASS 971 Mixed Arrive Daily
177	BFWPK	7.35AM	1382.8	A. B. S. TO-R	ALAMOGORDO	32.8	s 3.00PM
					1.4		
	YP	7.40	1384.2	A. B. S.	ALAMOGORDO JUNCTION	30.9	2.50
					2.8		
2	Spur		1387.0		OLIVERLEE	28.1	
					1.8		
17	P	f 8.00	1388.8		LA LUZ	26.3	s 2.35
					3.7		
14		f 8.20	1392.5		EL VALLE	22.6	f 2.10
					2.9		
15		f 8.35	1395.4		PINTO	19.7	f 1.55
					3.2		
15	P	s 8.55	1398.6		HIGH ROLLS	16.5	s 1.35
					0.7		
9	P	s 9.00	1399.3		MOUNTAIN PARK	15.8	s 1.25
					1.6		
7	WP	f 9.10	1400.9		WOOTEN	14.2	f 1.15
					2.6		
8	YP	f 9.30	1403.5		TOBOGGAN	11.6	f 1.00
					0.2		
			1403.7		SWITCHBACK (West End)	11.4	
					0.6		
			1404.3		SWITCHBACK (East End)	10.8	
					1.6		
1	Spur		1405.9		BAILEYS	9.2	
					2.8		
14	WPY	s 10.15	1408.7	TO-R	CLOUDCROFT	6.4	s 12.20
					0.7		
41	Spur	10.20	1409.4		HOTEL	5.7	12.05PM
					1.2		
11	Spur	f 10.30	1410.6		COX CANON	4.5	f 11.55AM
					2.7		
2	Spur		1413.3		HUDMANS	1.8	
					1.8		
22	YP	s 10.55AM	1415.1		RUSSIA	0.0	11.30AM
		Arrive Daily			(32.3)		Leave Daily
		(3.20)			Time over District		(3.30)
		9.69			Average speed per hour		9.23

Derail 150 feet West of West wye switch, Cloudcroft.

Derail 427 feet East of main track switch, on East leg of wye, Alamogordo Jct.

Derail 192 feet East of main track switch, on West leg of wye, Alamogordo Jct.

Derail 837 feet West of West switch, Russia.

ALAMOGORDO SUBDIVISION

Capacity of Sidings in Car Lengths		EASTWARD	Distance from San Francisco		Time Table No. 18 September 25, 1932 Jarilla Branch STATIONS	Distance from Zora	WESTWARD
119	WYP		1345.0	TO	OROGRANDE Junction Jarilla Branch	4.9	
					0.5		
40	Spur		1345.5		SMELTER	4.4	
					2.3		
9	Spur		1347.8		MURRAY	2.1	
					0.1		
12			1347.9		JARILLA	2.0	
					0.6		
33	Spur		1348.5		LUCKY MINE	1.4	
					0.4		
4	Spur		1348.9		JARILLA RED. CO.	1.0	
					0.7		
2	Spur		1349.6		PARKER	0.3	
					0.3		
			1349.9		ZORA	0.0	
					(4.9)		

Derail 190 feet East of wye switch, Orogrande. Derail 5975 feet East of wye switch, Orogrande.

Track cannot be used east of sign, "Engines and cars must not pass this point", located one-half mile east of east wye branch switch.

ALAMOGORDO SUBDIVISION

Capacity of Sidings in Car Lengths		EASTWARD SECOND CLASS 972 Mixed Leave Tue. Fri.	Distance from San Francisco		Time Table No. 18 September 25, 1932 Capitan Branch STATIONS	Distance from Capitan	WESTWARD THIRD CLASS 973 Mixed Arrive Tue. Fri.
Yard	BWYPKF	8.00AM	1439.9	A. B. S. TO-R	CARRIZOZO	21.3	s 1.20PM
					0.4		
		8.02	1440.3	A. B. S.	CARRIZOZO JUNCTION	20.9	1.15
					8.7		
5	Spur	f 8.50	1449.0		WALNUT	12.2	s 12.40PM
					4.4		
			1453.4		SWITCH BACK (East End)	7.8	
					0.4		
			1453.8		SWITCH BACK (West End)	7.4	
					0.7		
5	Spur	f 9.35	1454.5		INDIAN DIVIDE	6.7	f 11.55AM
					4.2		
27	Spur Y	f 10.00	1458.7		COALORA	2.5	f 11.25
					2.5		
32	Spur P	s 10.25AM	1461.2		CAPITAN	0.0	11.00AM
		Arrive Tue. Fri.			(21.3)		Leave Tue. Fri.
		(2.25)			Time over District		(2.20)
		8.81			Average speed per hour		9.13

Derail 283 feet East of main track switch, on West leg of wye, Carrizozo Jct.

Derail 160 feet East of main track switch, on East leg of wye, Carrizozo Jct.

SPECIAL INSTRUCTIONS

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.

El Paso	G. D. Davidson Co., First Natl. Bank Bldg.
El Paso	Art Kassel, 910 No. Piedras St.
Tucson	Greenwald & Adams
Tucson	H. L. Tucker
Douglas	Phelps Dodge Mercantile Co.
Bisbee	L. L. Gilman
Lordsburg	H. H. Conder
Alamogordo	A. Sorenson
Tucumcari	E. E. Rivers

RULE 14. At junction points when recalling flagman on diverging route use:

Four long and one short sounds to recall flagman from the west.

Five long and one short sounds to recall flagman from the east, except Hachita Subdivision trains at Anapra recalling flagman from the west, will use four long and one short sounds.

Westward trains from Rio Grande Division at Mescal when recalling flagman from the east, five long and one short sounds.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). Extra trains will register by ticket at Mescal and Anapra.

Only trains originating and terminating will register at:
Fairbank, Benson,
Cochise, Lewis Springs,
Bisbee Junction, Hachita,
Vaughn, Alamogordo.

Engineers of light engines arriving Tucson via Rio Grande Division will leave register ticket Form 2642 with engine dispatcher who will deliver promptly to the operator.

RULE 83 (B). Nos. 940, 941, 942, 943 will register at Fairbank.

First class trains register at El Paso (Octavia Street) by ticket.

Regular trains may register by ticket at Mescal and Anapra.

RULE 83 (D). Trains leaving Tucson routed Mescal and Rio Grande Division must obtain two clearances, one marked Tucson Division and one marked Rio Grande Division. Westward trains leaving El Paso (Octavia Street) and El Paso Union Passenger Depot routed via Anapra and Hachita Subdivision must obtain two clearances, one marked Deming Subdivision and one marked Hachita Subdivision before leaving those points.

Trains must obtain a clearance before leaving Deming and Cloudcroft. Trains of the Hachita Subdivision may move Anapra to El Paso with current of traffic as authorized into Anapra. It will not be necessary to obtain clearance at Anapra provided proceed train order signal is received.

RULE 93. YARD LIMITS.—Are defined by yard limit boards at the following stations:

Tucson
Benson
Lordsburg
Deming
Fairbank
Lewis Springs
Bisbee Jct.
Bisbee
Douglas
Cochise (Douglas-Cochise Branch)
Hachita
Columbus
El Paso
Tyrone
Oil siding (including Valedon Branch)
Clifton
Alamogordo
Cloudcroft
Russia
Carrizozo
Capitan
Tucumcari
Santa Rosa
Vaughn
Dawson

Portions of main track not protected by automatic block signals are located and described as follows:

EL PASO: (1) Pacific Lines Tracks Nos. 1 and 2 and T. & N. O. Tracks Nos. 1 and 2 and Pacific Lines main track (former E. P. & S. W. tracks) between interlocking home signals west of Interlocking Station, Tower No. 6, governing the movement of eastward trains, and interlocking home signals east of Interlocking Station, Tower No. 47, governing the movement of westward trains.

(2) Tracks within the limits of the El Paso Union Passenger Depot Company's yard.

Comply with the third paragraph of Rule 93 within these specified limits.

RULE 103 (A). This rule pertains to switching movements over public crossings either by yard or road crews. It is not to be confused with pulling or shoving movements which are covered by Rule 103. It pertains to movements when making drop and kicking or cutting off cars over a public street or highway crossing not protected by gates or flagman, in which instance a member of the crew should take position at the crossing to protect it before movement is started.

RULE 104. The normal position of initial switch Dawson Branch at Tucumcari is for stock track.

RULE D-151. On double track between El Paso (Octavia Street) and Anapra westward trains will use track No. 1 and eastward trains will use track No. 2. Eastward trains may detour through icehouse crossover to Tower 6, thence via T&NO track No. 2 or through Union Depot tracks to El Paso (Octavia Street) T&NO yard.

RULE 221. Light will not be displayed in train order signals on Dawson Branch, at Patagonia on Patagonia Branch, at Duncan on Clifton Branch, nor at Curtiss on Benson-Fairbank Branch except when train orders are to be delivered.

RULE 827. On freight trains when conditions are favorable and in the judgment of conductor it is safe to do so, a distance of 60 miles may be run without stopping for train inspection. Inspection must be made at any intermediate stop.

Freight trains on descending grade must stop at least five minutes for inspection at:

Vail
Campstone
Patagonia
Medio
Campana
High Rolls
La Luz
Walnut

The same inspection as is required of freight trains will be made of engines running light, descending grades of 1½ per cent or over.

RULE 880. Engineers working on territory covered by S. P. Engineers' Agreement who have had less than 610 days actual experience as engineers in freight service, and less than 60 days experience on the division, must not be used in passenger service. When engineers with less than 610 days experience and less than 60 days service as engineers on the district, and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle engine next to train, experienced men to handle leading engine.

Enginemen working on territory covered by Agreement former E. P. & S. W. System will be governed by Article 28, Section 7, of former E. P. & S. W. Firemen's Agreement and by Art. 27, Sec. 7, of former E. P. & S. W. Engineers' Agreement.

METHOD OF TRAIN DISPATCHING BETWEEN TUCSON AND MESCAL

(A) Rio Grande Division North Line Dispatchers will handle eastward track (No. 2) and Rio Grande Division South Line Dispatchers will handle westward track (No. 1) between Tucson and Mescal. Double track forms D-R and D-S must not be used. If, in event it becomes necessary to move a train against the current of traffic, it must be run extra specifying the track to be used and single track rules will apply between such trains and those moving normally. Dispatchers must create work extras only on their respective tracks.

(B) Rio Grande Division North Line Dispatchers may issue orders under form G example 1, and forms F and K applying westward Mescal to Tucson over westward track (No. 1).

(C) Rio Grande Division South Line Dispatchers may issue orders under form G example 1, and forms F and K applying eastward Tucson to Mescal over eastward track (No. 2).

(D) Before moving an eastward extra against the current of traffic on westward track (No. 1), a transfer of orders issued under form G example 1, and forms F and K applying between Mescal and Tucson must be obtained from Dispatcher of eastward track (No. 2).

(E) Before moving a westward extra against the current of traffic on eastward track (No. 2), a transfer of orders issued under form G example 1, and forms F and K applying between Tucson and Mescal must be obtained from the Dispatcher of westward track (No. 1).

(F) Rio Grande Division eastward trains must obtain two clearances before leaving Tucson, one marked Tucson Division and one marked Rio Grande Division.

Rule 83 (D) will not apply at Mescal. Trains will be governed by train order signal.

AIR BRAKES

1 Freight train tonnage must not exceed an average of 80 Ms per operative brake between Russia and La Luz, 120 Ms per operative brake between Indian Divide and Walnut, and 160 Ms per operative brake between Cabeza and Campana.

2 Passenger trains will make running air test as follows:
Westward before passing Cabeza.
Eastward and Westward before passing M. P. 1488.85.

3 Standing air brake tests must be made by freight trains immediately prior to departure at:

Russia, westward
Cloudcroft, westward
High Rolls, westward
Indian Divide, westward
Walnut, westward
Mosquero, westward
Cabeza, westward
Medio, westward
Sonoita
Tombstone, westward
Kelton
Gleeson, westward
Courtland, westward
South Siding.
Ft. Huachuca, westward

4 Westward trains between Mosquero and Campana, and on the Capitan and Cloudcroft Branches must use 90 pounds brake pipe pressure.

5 Under Rule 11, Rules and Regulations Governing Care and Operation of Air Brake and Air Signal Apparatus, air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, must be made as follows:

After the train is made up and the engine attached, the engineer must apply brakes with a 20-pound service reduction and leave them applied. The trainmen must then pass along the train to determine that brake is applied on each car. The numbers of any cars found with inoperative air brakes must be reported on Form 2809 and such cars assembled and switched to the rear of train, next ahead of the caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, the latter must comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If it be necessary to switch any cars to the rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

USE OF RETAINERS

10 Conductor and engineer after consulting may use necessary retainers on train of less than 100Ms per operative brake, when such train has loads on head end, or when it is necessary to adjust slack.

Westward trains will use all retainers from Cabeza to Campana, from Indian Divide to Walnut, and from Zora to Orogrande. Retainer line must be coupled up and in use throughout entire train from Russia to Alamogordo.

Sufficient retainers will be used on Westward trains between Planeport and El Paso to adjust slack.

11 Where retainers are used the rate of speed of freight trains on any grade of 1% or over will not exceed twenty-five miles per hour, and on grades of this character, more than five miles long, for the first five miles the time consumed in traveling any one mile shall not be less than three minutes. This will not be authority to exceed other specified speed restrictions.

12 Ore trains between Don Luis and Douglas, handled by engines equipped with cross compound air compressor, will use fifty per cent of retainers Don Luis to Bisbee Junction. Trains, handled by engines not equipped with cross compound air compressor, will use all retainers Don Luis to Bisbee Junction and fifty per cent of retainers Bisbee Junction to Forrest.

AUTOMATIC BLOCK SYSTEM

Signals No. 1 track from west switch Mescal to west switch Empire are single track signals and from west switch Empire to Tucson are double track signals. Signals between Anapra and Tower 6 on tracks Nos. 1 and 2 are single track signals.

Between Polvo and Tucson, automatic signals are on the left and signals used by trackmen will be placed on the left of the track in the direction of movement.

Signals displaying indication in both upper and lower quadrants are in service. Indications of upper quadrant type are as follows:

Home Signals

"Arm extended at right angles to the Signal Mast by day and in addition red light by night indicates—STOP."

"Arm extended upward parallel to the signal mast by day and in addition green light by night indicates—PROCEED."

Distant Signals

"Arm extended at right angles to the Signal Mast by day and in addition yellow light by night indicates—CAUTION."

"Arm extended upward parallel to the signal mast by day and in addition green light by night indicates—PROCEED."

RULE 509. When a block signal in advance of facing point oil buffer spring switch indicates stop, careful examination of switch must be made before passing over it.

Anapra:

East switch of the east cross-over, and west switch of the west cross-over at Anapra are oil buffer spring switches.

Speed of trains over either switch is restricted to 15 miles per hour facing and to 30 miles per hour trailing the points.

Trains trailing must not take up slack or back up until switch has been thrown by hand.

When necessary to throw either switch by hand, lever must be operated slowly keeping a steady pressure on lever until points are against the stock rail.

No running switches are permitted.

Benson Jct.:

Eastward Benson-Fairbank Branch trains must not occupy track between block signal limit sign (on Benson Line) and Benson Junction switch, while waiting for main line trains, and must not enter block signal circuit without timetable or train order authority unless protected in accordance with Rule 99.

INTERLOCKING

Mescal:

Interlocking signals of the Rio Grande Division will display indication in the upper quadrant (See description under Automatic Block System.)

Limits are between home signals governing east switch of east crossover and west switch of west crossover of the Rio Grande Division, and home signals governing east switches and west switches of sidings of the Tucson Division. Switches are controlled by signal operator, except switch leading from North Siding to cinder track, to spur track, from South Siding on both legs of wye and to west end of coal track.

Switch and derail at east end of coal track are hand throw switches but must not be used until permission is secured from signal operator.

Where yellow hand signals cannot be seen, trains stopped will call the signal operator and secure permission to proceed; also to throw switch by hand in event the remote control appliance is inoperative.

Whistle Signals as follows:

Eastward trains enroute Rio Grande Division—one long and four short.

Eastward trains for South Siding—one short, one long and one short.

Eastward trains from South Siding to Rio Grande Division—one short, one long and two short.

Westward trains from North Siding to Track No. 1—two long and two short.

Westward Rio Grande Division trains enroute Track No. 1—one long, one short and one long.

Westward trains from Rio Grande Division through East Crossover—one short, two long and one short.

Route must be secured from signal operator for other movements.

The beginning of the Rio Grande Division single track is at east switch of east crossover.

El Paso—Tower 6:

(Note.—Upper arm at switch leading to Union Depot governs route to Union Depot track. The lower arm governs the route to either the T. & N. O. or Pacific Lines freight yard.)

Whistle signals as follows:

Main track movements in either direction with current of traffic—one long.

Main track movements between Pacific Lines No. 2 Track and T. & N. O. double track in either direction—one short, one long and one short.

Other main track movements in either direction against current of traffic—one short and two long.

T. & N. O. Union Depot connection, from any direction—one long, two short and one long.

Pacific Lines Union Depot connection, from any direction—one long, one short and one long.

El Paso—Tower 47:

Whistle signals as follows:

Main track movements in either direction with current of traffic—one long.

Main track movements in either direction against current of traffic—one short and two long.

North lead, Eastward—one long, one short, one long and one short.

North lead, Westward—one long, one short and one long.

South lead, Eastward—one short, two long and one short.

South lead, Westward—two short and two long.

To T. & P. main track—two short, one long and one short.

Westward to west yard—one short, one long and two short.

To East Yard—two long and two short.

Eastward to West Yard—one short, one long and one short.

To Alamogordo Subdivision from T. & N. O. Yard—one long, two short and one long.

From West Yard to Alamogordo Subdivision—three long and one short.

From Alamogordo Subdivision to T. & N. O. Yard—one long.

From Alamogordo Subdivision to West Yard—two short, two long and one short.

S. P. Shop Lead Eastward from any point—two short, two long and two short.

S. P. Shop Lead Westward from any point—two short, one long and two short.

S. P. Roundhouse Lead Eastward—one short, two long and two short.

S. P. Roundhouse Lead Westward—two short, two long and one short.

MISCELLANEOUS

20 Helpers may be placed behind caboose if of steel underframe construction and cars ahead of caboose are not rear end cars; otherwise cut in ahead of twenty-five per cent of tonnage, or more if necessary to cut in ahead of all rear end cars; or if in opinion of conductor conditions are favorable helpers may be put on head end of train.

21 Helper must not couple to, or uncouple from train, while train is in motion.

22 Trainmen and yardmen, handling or placing passenger equipment (except official cars) in freight trains, must place such equipment next to caboose, provided rear end freight cars in train will permit.

23 Engine crews, using coal burning engines, must keep ash pans closed while running, and dump cinders only at water columns or coaling stations, except in an emergency. Crews dumping cinders must thoroughly wet and know that fire is extinguished, except where there is a cinderman to do so. If dumped on main track except at water stations where ties are covered, they must be shoveled from track. At coal chutes which are constructed of wood engines must be moved a safe distance before dumping, to prevent fire.

24 Where conditions require, passenger engineers will make additional water stops, if necessary, to use sprinkler properly in dusty territory, or where engines regularly clean fires, or where track has been disturbed by track men.

25 Short movements with heavy freight trains to spot for oil or water are prohibited. In all cases where it is necessary to make a short move with a heavy freight train to reach water or oil column, including that required to spot second engine of double header, locomotives must be cut off before spotting at column.

EL PASO TERMINAL

35 Between Tower 47 and Tower 6, El Paso, the north track will be known as T&NO track No. 1 and the south track as T&NO track No. 2. Main tracks between Tower 47, El Paso (Octavia Street), and El Paso (Union Depot) and Tower 6 will be used jointly by trains of the T&NO and Rio Grande Division. Trains between these points will run with caution, expecting to find main track occupied. Second class and inferior trains and engines must not occupy main track between these points when it is known a first class train will be delayed. T&NO and Alamogordo Subdivision eastward first class trains use T&NO track No. 2 from El Paso Union Depot connection to Tower 47. T&NO and Alamogordo Subdivision westward first class trains use T&NO track No. 1 from Tower 47 to El Paso Union Depot connection. Trains and engines from Deming Subdivision use T&NO track No. 2 between Tower 6 and El Paso Union Depot connection to El Paso (Octavia Street) T&NO yard.

36 Eastward movements trailing thru oil buffer spring switch at east end of icehouse track, El Paso, west of Tower 6, must not exceed 25 miles per hour. Trains trailing must not take up slack or back up until switch has been thrown by hand. When necessary to throw switch by hand, lever must be operated slowly, keeping a steady pressure on lever until points are against the stock rail. No running switches are permitted.

37 Trains must approach junction switches of Ice House Crossover with caution.

38 Trains, entering or leaving Union Passenger Depot Yard, will do so with caution.

39 Before detaching engine in El Paso, T&NO freight yard, brakes must be set on at least five cars on east end of train when train or part of train is left west of Octavia Street.

40 Inferior trains may run ahead of first class trains between El Paso and Anapra without a train order to do so but must avoid delay to such trains.

41 In case traffic light signals protecting street crossings, North Campbell Street to West Main Street, inclusive, fail, all movements over these street crossings must be preceded by flagman.

42 Westward trains and yard engines on Pacific Lines Tracks Nos. 1 and 2 must not exceed a speed of six miles per hour over North Campbell Street.

43 Movements on River Track over following crossings must be preceded by flagman:

Dallas Street
Bassett Avenue
Magoffin Avenue
Myrtle Avenue
Texas Street
East San Antonio Street

44 Switch west end of Ice House crossover is a remote control and operated by signal operator from Tower 6. In event the remote control appliance is inoperative, trains stopped will call signal operator by telephone and secure permission to throw switch by hand. To throw switch by hand after securing permission from signal operator crank must be secured from container, located on side of battery booth. On end of driving shaft is a cap secured by lock. Cap must be removed and crank inserted, grinding switch until it locks to route desired, after which signal operator can clear signal if in working order. If not, he will issue instructions to proceed with caution. The switch must be relined, cap restored and crank replaced.

45 East leg of Pacific Lines wye connecting Alamogordo Subdivision main track with roundhouse lead at El Paso cannot be used by engines with more than 11-foot rigid wheel base.

46 Trains entering El Paso which become disabled and block street crossings will, as soon as possible, call yardmaster in order to secure assistance of yard engine to avoid unnecessary delay in clearing street crossings.

47 Old T. & N. O. eastward main track must not be used between icehouse crossover and turnout to westward main track No. 1 near Rio Grande River Bridge.

48 Brick (spur) Track No. 2, just west of Rio Grande River Bridge, cannot be used account switch having been removed.

EL PASO-LORDSBURG

50 The use of engines on yard and other tracks is restricted as follows:

Lordsburg—Larger than consolidation class must not be used on transfer and house tracks, A. & N. M. yard.

Deming—Larger than consolidation must not use Continental Oil spur.

51 House track at Deming must be kept clear between east switch and Gold Avenue.

52 At Deming an opening of at least two cars must be made on interchange track opposite water column near coal chute.

53 Water Spout at Akela must be pointed east when not in use.

54 Eastward freight trains take full tank of water at Deming and only enough at Afton to reach Strauss. Westward freight trains take full tank of water at Strauss and only enough at Afton to reach Deming.

55 Look out for drifted sand between Anapra and Deming.

EL PASO-TUCSON

70 The use of engines on yard and other tracks is restricted as follows:

Douglas—SP-1, SP-2, F-1, F-3, F-4 and F-5 class engines must not use Government Spur.

Engines larger than consolidation class must not use following tracks:

Lewis Springs—West leg of wye.
Naco—Old wye spur.
Bisbee Jct.—Connection between ore track and Bisbee Pocket.

71 At Columbus take water from water column. Water may be taken from the water tank when water column is out of order.

72 At Forrest in switching Pauls Spur use air brakes on all cars.

73 An opening of five car lengths must be left each side of crossing east of Naco passenger station.

74 Movements must be preceded by flagman over the following crossings at Douglas:

Queen track—All street crossings.
Nacozari lead—Park crossing.
16th Street crossings (when crossing bell is inoperative).

75 Movements must be preceded by flagman over the following crossings at C. & A. Smelter:

Crossing Nos. 1 and 2 tracks.
Crossing on lead to Acid Loading Plant.
Crossing on lead to Calcine track.

76 Reduce speed and look out for drifted sand and caving banks, both approaches to Rio Grande Tunnel and between the Tunnel and Columbus, also for fallen rocks on curve between Milepost 1053.5 and 1053.8.

77 Westward freight trains take full tank of water at Rodeo, if no unusual delay will result, and avoid taking water at Apache.

78 Conductors must ascertain if Bus Line connection has arrived at Bisbee Junction, and if not, if they are to wait.

79 Water must not be taken at Marsh or Rita except in an emergency and then only enough to make Tucson.

Westward trains must have sufficient water to make Tucson before passing last water tank east of Mescal.

80 When taking water at Noria only enough must be taken to reach Columbus or El Paso.

81 Water must not be taken at Forrest or Hereford except when necessary, and then only enough to reach the next water station.

82. Water must not be taken at Mt. Riley.

EL PASO-TUCUMCARI

90 Look out for drifted sand between Planeport and Hueco, Turquoise and Paxton, and switches at Temporal and Robsart; and for fallen rocks and trees after rains or thaws between Arabella and Pintado, and Santa Rosa and Hawks.

91 Report to Chief Train Dispatcher from first point of communication, any leak in water service pipe line between Carrizozo and Pastura.

92 Freight trains taking water at Alamogordo from main track, will, when practicable, use East water column so as to avoid dumping cinders around switch and frog of East switch to house pocket.

When on siding cinders may be dumped at either column, and freight train on siding should use West column.

93 East end of brick plant track, Ancho, between east switch and point 250 feet West, cannot be used by SP-1, SP-2, F-1, F-3, F-4, and F-5 class engines, account sharp curvature.

94 Normal position of inside cutoff switch East end Pastura siding is lined and locked for stock track.

95 All eastward trains take full tank of water at Orogrande. Westward trains, when taking water at Alamogordo, must take only enough to reach Orogrande.

96 If necessary to take water between Pastura and Tucumcari, eastward freight trains must take full tank of water at Pastura.

97 Water must not be taken at Cuervo except in emergency.

BENSON-FAIRBANK BRANCH

100 In switching at the Apache Powder Company's plant at Curtiss the following will apply:

Crews must look out for vehicles, and movements must not exceed six miles per hour over crossings.

The whistle and bell must be used approaching crossing near Apache Powder Co. office.

Movements over highway crossing on spur leading to plant must be preceded by flagman.

PATAGONIA BRANCH

110 The load limit for the following bridges is loaded cars of 100,000 lbs. capacity:

1051D San Pedro
1055D Babacomari
1067B Babacomari
1085A Sonoita
1097B Sonoita
1097E Sonoita

111 Oil cars of over 7,500 gallons capacity and low cars weighing over 161,000 lbs. gross must not be handled between Sonoita and Flux.

112 Trains from the Patagonia Branch must not occupy Main Line at Fairbank between the junction and passenger station except under protection of a flag.

BISBEE BRANCH

120 Class C-19 and heavier type engines must not use the following tracks in Bisbee District:

Holbrook Lumber tracks,
Shattuck Spur tracks,
Gardner High Line including Irish Mag,
Czar loading spur,
Gardner Mill spur,
Briggs spur tracks,
Oliver mine track.

121 Campbell Shaft Track, Denn Spur, must not be used beyond points indicated by signs: "Limit of Southern Pacific Switching Operations."

122 East and west wye switches at Don Luis must be lined normally for Don Luis Yard.

123 If it can be avoided engines must not push trains between Bisbee Junction and Don Luis.

124 Engines going to Don Luis must take full tank of water at Bisbee Junction.

COCHISE-DOUGLAS BRANCH

130 Flagman must precede movements over road crossing at Germania shaft and street crossings on Humboldt Line at Courtland.

131 Consolidation engines, larger than C-18 class, must not use mine tracks at Pearce, Gleeson and Courtland.

132 At Kelton trains must not exceed 10 miles per hour between switches connecting Courtland and Gleeson Branches.

CLIFTON BRANCH

145 Eastward trains take full tank of water at Guthrie and Westward trains take only enough at Clifton to reach Guthrie.

146 Tunnels between Milepost 1212.1 and 1214.5 are numbered 1 to 6, commencing at Clifton. Approach Tunnel 6 with caution.

147 Within the third rail territory of Clifton District P. D. Co. movements must be protected against Southern Pacific trains and all movements must be made with caution.

148 Engines, using main lead in lower yard at Smelter, will sound whistle when approaching crossings, at both east and west end of converter building.

LORDSBURG-HACHITA BRANCH

150 Trains moving into Lordsburg Yard must call Lordsburg telegraph office by telephone, which is located in a box on pole near derail just west of A. & N. M. Junction on Lordsburg-Hachita Branch, before closing derail and get check of all overdue superior trains.

151 Do not take water at Brockman.

TOMBSTONE BRANCH

170 Bunker Hill tracks, Tombstone, must not be used beyond points indicated by signs: "Limit of Train Operation—End of Maintenance," and engines heavier than TW class must not be used on Schuster Siding.

TUCSON

180 South Line Crossing: Gate with red signal normal position across South Line track. Before changing position of gate and making movement on South Line track, protect in each direction on Nogales Branch as per Rule 99.

181 Trains and engines must be preceded by flagman before crossing Congress Street, South Yard, Tucson.

182 At least 15 hand brakes on west end and 10 hand brakes on east end must be set on all freight trains arriving North Yard, Tucson. These brakes must be set with brake club after train has stopped. At least 7 hand brakes must be set on west end of each cut of cars in PFE Yard, and on SP tracks Nos. 1, 2 and 3 at least 15 hand brakes must be set on west end. Brakes to be set commencing at the west and east ends of train or cut. An employe releasing any of these brakes will be held responsible to see that the same number are set before releasing.

183 After engine is spotted for taking oil, two hand brakes must be set on the head end and two on rear end of passenger trains.

184 Trains moving westward, except first class and light engines, must not pass crossover switch near Block Signal 9851, without proceed signal from yardman.

185 Look out for ice and rubbish alongside tracks in P. F. E. yard.

186 Trains will move through yard limits not to exceed the following speeds, complying with Rule 93:

BETWEEN	MILES PER HOUR		
	Passenger	Freight	Light Eng.
South Line Junction and Block Signal 9851 (North Yard)	15	15	15
South Line Junction and South Yard Junction via South Line	15	15	15
South Line Crossing and North Yard via Nogales Branch	15	15	15
Westward main track Block Signals 9883 and 9851		20	20

CLOUDCROFT BRANCH

190 Normal position for switch of wye Cloudcroft end, Alamogordo Junction, will be for the East leg.

191 Trainmen will lock switches at East and West ends of Switchback between Toboggan and Baileys for Westward trains, when cars are left on either end of Switchback.

192 When necessary to turn at Toboggan, enter West leg of wye.

193 Look out for fallen rocks and trees between La Luz and Russia.

194 Cars must not be cut off while in motion.

JARILLA BRANCH

200 Trains must move with caution on heavy grades and curves.

CAPITAN BRANCH

210 Normal position of switch of wye Capitan end, Carrizozo Junction, will be for the West leg.

211 Look out for fallen rocks and trees between Walnut and Coalora.

212 Cars must not be cut off while in motion.

DAWSON BRANCH

220 Look out for drifted sand between Tucumcari and Canadian and between Abbott and Colfax, and fallen rocks and trees between Canadian and Cabeza.

221 Westward trains from Cabeza to Campana must not handle more than 40 freight cars in one train and must not follow each other closer than fifteen minutes.

222 While handling cuts of cars from loading tipples to train yard, Dawson, air brakes must be cut in and used on all cars.

223 Crossing with A. T. & S. F. Railway Company track at Colfax is protected with gate, normal position of which is located across A. T. & S. F. track. Approach this crossing with caution.

SPEED RESTRICTIONS

Maximum speed of passenger trains is 50 miles per hour except between Lordsburg and Strauss, Perilla and Mastodon, Ft. Bliss and Tucumcari, the maximum speed is 60 miles per hour, unless water capacity of engine tender is less than nine thousand gallons, when the maximum speed of 50 miles per hour must not be exceeded, except engines 3100 to 3109 inclusive may make speed not exceeding 60 miles per hour between Lordsburg and Strauss, Perilla and Mastodon, Ft. Bliss and Tucumcari. Speed of 50 miles per hour must not be exceeded on any curve.

Maximum speed of freight or mixed trains is 35 miles per hour except between Lordsburg and Strauss, Perilla and Mastodon, Ft. Bliss and Tucumcari, the maximum speed is 40 miles per hour. Speed of 35 miles per hour must not be exceeded on any curve.

Maximum speed of C-2 to 10 inclusive and C-18 to 29 inclusive class engines in passenger service is 45 miles per hour. Maximum speed of MK-5, 6, 7, 8, 9 class engines in passenger service is 50 miles per hour.

Maximum speed of SP-1, SP-2, F-1, F-3, F-4, and F-5 class engines in passenger service is as follows:

(a) Tangent track—45 miles per hour.

(b) On curves—5 miles per hour less than passenger engines.

Trains must not exceed the speed in miles per hour as shown below. This does not authorize exceeding other speed restrictions.

Pages	BETWEEN or OVER	Passenger	Freight or Mixed	Engines or Motor Cars Backing	Motors or Engines Backing Thru Yds. & Hy Xings
	Crossovers and turnouts	15	15	10	10
2	Tucson-Mescal	50	35	20	10
2	Mescal Interlocking Limits, when using normal route	35	25	15	10
2	Over wye, Bisbee Jct.	10	10	10	10
2	Douglas, over 16th Street Crossing	10	10	10	10
2-3	Mescal-Perilla	50	35	20	10
3	Rodeo, over road crossing just west of station.	30	20	20	10
3	Douglas, over 16th Street Crossing	10	10	10	10
3	Perilla-Mastodon	60	40	20	10
3	Mastodon-Anapra	50	35	20	10
3	Over wye, Hermanas	5	5	5	5
3	Columbus, over road crossing just west of station	30	20	20	10
4-5	Lordsburg-Strauss	60	40	20	10
4-5	Strauss-Anapra	45	35	20	10
4-5	Anapra-El Paso	50	35	20	10
4-5	Tower 6—El Paso Union Passenger Depot	10	10	10	10
4-5	El Paso, over all street crossings, except between and including North Campbell and West Main Streets	10	10	10	10
4-5	El Paso, over North Campbell to West Main Street Crossings, inclusive	15	15	15	15
5	Hachita-Lordsburg	35	30	15	10
5	Lordsburg-Duncan	30	30	15	10
5	Mile Post 1202.5-Duncan	30	25	15	10
5	Smelter-Mile Post 1202.5	20	20	15	10
5	Smelter-Clifton	15	15	15	10
5	Clifton, street and highway crossings	5	5	5	5
5	Oil Siding-Valedon	15	15	15	10
6	Bisbee-Bisbee Jct.	25	20	15	10
6	Corta-Lowell via Don Luis	25	20	15	10
6	Cochise-Douglas	20	20	15	10
6	Douglas, over 16th Street Crossing	10	10	10	10
6	Over wye, Bisbee Jct.	10	10	10	10
6	Over wye, Don Luis	6	6	6	6
6	Fairbank-Flux	20	20	15	10
6	Benson Jct.-Benson	20	20	15	10
6	Tombstone-Fairbank	20	20	15	10
6	Ft. Huachuca-Lewis Springs	25	25	15	10
7	Interlocking limits, Tower 47, El Paso	10	10	10	10
7	El Paso, over all street crossings, except between and including North Campbell and West Main Streets	10	10	10	10
7	El Paso, over North Campbell to West Main Street crossings, inclusive	15	15	15	15
7-8	Ft. Bliss-Tucumcari	60	40	20	10
8	Over wye, Corona	5	5	5	5
9	Orogrande and end of track Zora	12	12	12	10
9	Alamogordo-La Luz	20	20	20	10
9	La Luz-Russia	12	12	12	10
9	Carrizozo-Mile Post 1450	20	20	20	10
9	Mile Post 1450-Capitan	12	12	12	10
9	Tucumcari-Campana	35	30	20	10
9	Cabeza-Campana, westward	15	15	15	10
9	Cabeza-Campana, eastward	25	25	20	10
9	Cabeza-Dawson	35	30	20	10
9	Dawson, over road crossing just east of station	4	4	4	4
9	Dawson, over road crossing just south of Loretto tipple	4	4	4	4
9	Dawson, over Bridge 1759-G, Track No. 7	6	6	6	6

SPEED TABLE

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		21	2	51	31	1	56	41	1	27	51	1	11
8	7	30	22	2	43	32	1	52	42	1	25	52	1	9
10	6		23	2	36	33	1	49	43	1	23	53	1	8
12	5		24	2	30	34	1	45	44	1	21	54	1	7
15	4		25	2	24	35	1	42	45	1	20	55	1	6
16	3	45	26	2	18	36	1	40	46	1	18	56	1	4
17	3	31	27	2	13	37	1	37	47	1	16	57	1	3
18	3	20	28	2	8	38	1	34	48	1	15	58	1	2
19	3	9	29	2	4	39	1	33	49	1	13	59	1	1
20	3		30	2		40	1	30	50	1	12	60	1	0

230 Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except:

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together on the rear.

(c) When not more than three wooden passenger carrying cars are used to make up or fill out local passenger trains or local extras operated account holiday or excursion traffic, maximum permitted speed will be 50 miles per hour instead of 40 miles per hour; except where one such car is used to accommodate crew only, and passengers are not at any time carried therein, speed restrictions imposed account handling of wooden car will not apply.

231 Yard engines, in service, must not exceed twenty miles per hour.

232 Trains handling steam derricks or pile drivers must not exceed 25 miles per hour and will observe other speed restrictions for freight trains, and trains handling rotary snow plows must not exceed 15 miles per hour. Trains handling industrial cranes will not exceed 30 miles per hour on tangents and curves of less than 4 degrees and 18 miles per hour on curves of 4 degrees or over.

233 Ore trains must not exceed 25 miles per hour between Bisbee Jct. and Calumet.

234 Engines running light forward must not exceed the maximum speed permitted freight trains unless otherwise directed, except TW and C-14, 15 and 17 classes must not exceed 30 miles per hour and the following classes must not exceed 35 miles per hour:

T-1, 2, 7 to 23, 28, 31, 34, 36;
T-3, 5, 25, 26, 32, 33, 37, 40;
C-2 to 10, inclusive;
C-18 to 29, inclusive;
MK-5, 6, 7, 8, 9;
F-1, 3, 4, 5, 6;
SP-1, 2, 3.

235 Maximum speed engines backing up with cars 20 miles per hour.

236 Maximum speed moving cars ahead of engine, 20 miles per hour.

237. Engines with rods taken down should not be moved in fast freight trains when possible to avoid it and under no circumstances must they be handled at a speed exceeding the following:

When main rod only is removed	30 miles per hour.
When side rods only are removed	30 miles per hour.
When both main and side rods are removed	20 miles per hour.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS:

El Paso, except between and including North Campbell and West Main Streets	10 miles per hour
Deming	8 miles per hour

RESTRICTIONS IN USE OF ENGINES ON BRANCH LINES:

Dawson Branch: Mk-7, 8 and 9 class and lighter; except Mikado class engines must not exceed 15 miles per hour over bridges 1631-A, 1639-A, 1644-A, 1647-C, 1648-C and 1740-B.

Capitan Branch: C-14, 15 and 17 class only.

Cloudcroft Branch: C-14, 15 and 17 class only.

Lordsburg-Hachita Branch: C-9 class and lighter, except heavier engines may be run not to exceed 20 miles per hour.

Bisbee Branch: C-9 class and lighter, except between Bisbee Jct. and Don Luis and between Bisbee Jct. and Warren heavier engines may be run not to exceed 20 miles per hour and when using tracks in Don Luis yard or on wye must not exceed 6 miles per hour.

Patagonia Branch: E class with not more than 70,000 lbs. on drivers; T and Mogul class with not more than 100,000 lbs. on drivers, except T-1 class with not more than 112,000 lbs. on drivers may be used not to exceed 10 miles per hour over bridges 1051-D, 1055-D, 1067-B, 1085-A, 1097-B and 1097-E; TW and Consolidation class with not more than 125,000 lbs on drivers.

All other Branch Lines: C-9 class and lighter.

SPECIAL INSTRUCTIONS—Continued

STRUCTURES LESS THAN STANDARD CLEARANCE

EL PASO-LORDSBURG

MILE POST	LOCATION	DESCRIPTION	
1168.0	Separ	Water Tank Spout	Over & Side
1188.5	Gage	Water Tank Spout, Main and Siding	Over & Side
1291.9	Brickland	Rock Walls and Bridge Pier, Brickland Spur	Over & Side

EL PASO-TUCSON

MILE POST	LOCATION	DESCRIPTION	
997.8	Rita	Water Crane, Main and Siding	Side
1012.9	Marsh	Water Crane, Main and Siding	Side
1028.6	Whetstone	Water Crane, Main and Siding	Side
1048.2	Fairbank	Water Crane, Main and Siding	Side
		Oil Crane, Tombstone Main	Side
1058.8	Lewis Springs	Water Tank Spout, Main Track	Side
1069.0	Hereford	Water Crane, Main and Siding	Side
1080.9	Naco	Freight Platform, Spur Track to Naco, Mex.	Side
1085.0	Bisbee Jct.	Water Crane, Main and Siding	Side
		Coal Chute, Main and Coal Track	Side
		Old Pump House, Coal Track	Side
1089.0	Crook Tunnel		Overhead and Side
1096.9	Forrest	Water Crane, Main and Siding	Side
		Loading Bin, Paul Spur	Over & Side
1107.0	Douglas	Buildings and Platforms, All Industry Tracks	Side
		Water Crane, Main and Siding	Side
		Freight Station Platform, Nacozari Main	Side
1121.1	Cazador	Water Tank and Spout	Over & Side
1147.1	Apache	Water Tank and Spout	Over & Side
1158.7	Rodeo	Coal Chute, Main and Coal Track	Side
		Water Tank and Spout	Over & Side
1181.4	Antelope	Water Tank and Spout	Over & Side
1206.3	Hachita	Coal Chute and Water Tank Spouts, Main and Coal Track	Side
1230.9	Hermanas	Water Tank Spout, Main Track	Side
1250.3	Columbus	Coal Chute, Main and Coal Track	Side
		Water Tank Spout, Main Track	Side
1285.6	Mt. Riley	Water Crane, Main	Side
1299.0	Noria	Coal Bin, Stock Track	Side
		Water Crane, Main and Siding	Side
1319.5	Rio Grande Tunnel		Over & Side
1321.3	Overhead Bridge	T&NO Smelter Spur	Over & Side
1295.9	El Paso	Buildings and Platforms, Globe Mills Tracks	Over & Side
		Building and Platform, Neff-Stiles Spur	Side
		Building, K. Z. & M. Spur	Side
		Fence, west side Stanton St.	Side
	El Paso Pacific Lines Yard	Freight Station Platform, North House Track	Side
		Auto Unloading Platform, Auto Track	Side
		Rock Loading Chute, Dudley & Orr Spur	Over & Side
		Coal Bins, So. West Fuel Co. Spur	Side
1295.9	El Paso Shop Yard	Retaining Wall, Depressed Cinder Track	Side
		Coal Chute, Coaling Tracks	Side
		Coal Chute, Hopper Track	Over & Side
		Store House Platform, House Tracks	Side
	El Paso	Impaired Clearances — both overhead and side, in the form of buildings, bins, platforms, fences, telephone or power poles, overhead telephone or power or high power trolley wires, exist on all tracks leading off of the River Track and out of old Northeastern Yard.	

BENSON-FAIRBANK BRANCH

MILE POST	LOCATION	DESCRIPTION	
1033.7	Benson	San Pedro River Bridge	Side
1039.8	Curtiss	Warehouse Platform, Apache Powder Co. Tracks	Side
		Coal Grinder House, Apache Powder Co. Tracks	Side
		Soda House, Apache Powder Co. Tracks	Side

FORT HUACHUCA BRANCH

MILE POST	LOCATION	DESCRIPTION	
1072.0	Ft. Huachuca	Freight Platform, Main and House Tracks	Side
		Government Structures, Oat Bin Platform and Coal Bin, Main Track	Side
		Repair Shop, Tool House, and Warehouse Platform. Commissary Track	Side

PATAGONIA BRANCH

MILE POST	LOCATION	DESCRIPTION	
1048.2	Fairbank	Water Tank Spout	Over & Side
1051.9		Bridge over San Pedro River	Over

PATAGONIA BRANCH, Continued

MILE POST	LOCATION	DESCRIPTION	
1055.3		Bridge over Babacomari Creek	Over
1067.4		Bridge over Babacomari Creek	Over
1073.8	Elgin	Water Tank Spout	Over & Side

BISBEE BRANCH

MILE POST	LOCATION	DESCRIPTION	
1088.3	Corta	Impaired Clearances — both overhead and side, in the form of buildings, bins, platforms, fences, telephone or power poles, overhead telephone or power wires, exist on all tracks, on the Bisbee Branch east of Corta, on both the Corta to Warren to Bisbee and Corta to Don Luis to Bisbee Lines.	
1092.9	Bisbee		

COCHISE-DOUGLAS BRANCH

MILE POST	LOCATION	DESCRIPTION	
1092.3	Kelton	Water Tank and Spout	Over & Side

GLEESON BRANCH

MILE POST	LOCATION	DESCRIPTION	
1095.5	Holmes	Freight Platform, Spur	Side

CLIFTON BRANCH

MILE POST	LOCATION	DESCRIPTION	
1184.3	Duncan	Lumber Sheds and Trees, Lumber Spur	Side
		Water Crane, Main and Siding	Side
		Trees Through Station Grounds, All Tracks	Over & Side
1205.2	Guthrie	Gila River Bridge	Over & Side
		Water Crane, Main	Side
1214.2	Smelter	Buildings, platforms, overhead bridges and trolley wires, Yard Tracks	Over & Side
1216.3	Clifton	San Francisco River Bridge	Over & Side
		Chase Creek Bridge	Side
		Buildings, platforms, Yard Tracks, coal chute, water crane, etc., P. D. Co. Store, and east	Over & Side
1189.2	to 1216.4	Rock Cuts	Side
1212.1	to 1214.5	Tunnels Nos. 1, 2, 3, 4, 5 and 6	Over & Side

VALEDON BRANCH

MILE POST	LOCATION	DESCRIPTION	
1150.7	Lawrence	Ore Loading Platform, Spur	Side
1151.2	Valedon	Between Lawrence and Valedon First Rock cut, old platform and concrete wall, ore loading chute, coal bin, rock wall, store building, coal and hay unloading chutes, Main and Spur Tracks	Over & Side

LORDSBURG-HACHITA BRANCH

MILE POST	LOCATION	DESCRIPTION	
1148.3	Oil Siding	Two Ore Platforms, Spur	Side
1157.9	Robert	Stock Chute Platform, Siding	Side
1168.5	Brockman	Tank and Water Crane, Main and Siding	Side

EL PASO-TUCUMCARI

MILE POST	LOCATION	DESCRIPTION	
1316.1	Newman	Water Column, Main Track and Siding	Side
1382.8	Alamogordo	Cinder Loading Platform, Track No. 60	Side
		Ice Plant Buildings, Track No. 35	Side
		Trestle for Conveyor Pipe at Mill, Track No. 101	Side
		Treating Plant Tel. Wire, Track No. 110	Over
		Treating Plant Hoist Cable on Platform, Track No. 110	Over
		Coal Chute, Main Track	Side
		Roundhouse, Track No. 20	Over & Side
		Thomas Store, Track No. 7	Side
		Planing Mill Platform, Track No. 101	Side
		S. W. Lbr. Co. Storehouse, Track No. 101	Side
		Drying rack at Mill Track No. 108	Side
		West End Mill, Track No. 119	Over & Side
		Treat, Plant Plat. & Power Ho., Track No. 111	Side
		Treat. Plant & Platform, Track No. 110	Side
		Treat. Plant Coal Bin, Track No. 111	Side
		Treat. Plant Power House, Track No. 110 & 111	Side
		Breece Lumber Co., Track No. 2, Planing Mill	Side
		Breece Lbr. Co., Track No. 5, Tie Loading Dock	Side
		Breece Lumber Co., Track No. 4, Wood House	Side
		Breece Lumber Co., Track No. 3, Log Platform	Side
		Breece Lbr. Co., Track No. 1, Power Line Pole	Side
		Breece Lumber Co., Track No. 1, Power Line	Over

EL PASO-TUCUMCARI, Continued

MILE POST	LOCATION	DESCRIPTION	
1412.9	Three Rivers	Water Column, Main Track & Siding	Side
1424.5	Oscura	Water Column, Main Track and Track No. 1	Side
		Spout on Water Tank, Track No. 2	Over
1439.9	Carrizozo	Water Column, Cinder Pit Track	Side
		Coal Chute & Sand House, Track No. 20	Over & Side
		Walls, Cinder Track No. 21	Side
		Loading Crane, Track No. 17	Side
		Machine Shop, Track No. 15	Over & Side
		Coal Chute, Hopper Track No. 37	Side
1452.2	Coyote	Pump House, Track No. 3	Side
		Water Crane, Main and Siding	Side
1463.5	Ancho	Brick Wall, Brick Plant Track	Side
		Water Column, Main Track & Siding	Side
1482.5	Gallinas	Stock Pen Platform, Siding	Side
		Water Tank Spout, Main Track	Side
1490.9	Corona	Stock Pen Platform, Siding	Side
1499.0	Torrance	Station Platform, House Track	Side
1510.6	Duran	Water Column, Main Track & Siding	Side
		Freight House Platform, Track No. 13	Side
1524.7	W. of Vaughn	Concrete Arch, A. T. & S. F. Overhead Crossing, Main Track	Over & Side
1525.4	Vaughn	Water Column, Main Track & Siding	Side
1547.2	Pastura	Water Column, Main Track & Siding	Side
		Cinder Loading Incline & Pastura Trading Co. Platform, Siding	Side
1552.4	Guadalupe	Platform, Ore Loading Spur No. 2	Side
1563.7	Pintado	Coal Chute, Main Track & Coal Chute Track	Side
1568.3	Santa Rosa	Water Column, Main Track & Siding	Side
		Moise Bros. Store & Warehouse, Ind'y Track No. 18	Side
		Coury Garage, Ind'y Track No. 18	Side
1585.8	Cuervo	Bond & Weist Platform & Warehouse, Stock Yard Track	Side
		Water Crane, Main and Siding	Side
1606.7	Montoya	Water Crane, Main and Siding	Side
1627.4	Tucumcari	Sand House & Coal Chute Eng. House, Track No. 85	Side
		Coal Hoist, Tracks Nos. 85 & 20	Side
		Coal Hoist, Engine House, Track No. 21	Side
		Walls, Cinder Pit, Tracks Nos. 22 & 49	Side
		Car Repairers' Office, Track No. 86	Side
		Roundhouse & Machine Shop Doors, Track No. 45	Over & Side
		Roundhouse Doors, Track No. 31	Over & Side
		Machine Shop Coal Bin, Track No. 31	Side
		Freight House Platform, Tracks on both sides	Side
		Pump House & Cinder Loading Incline, Track No. 43	Side
		Sinclair Oil Co. Fence, Track No. 42	Side
		Tucumcari Ice Co. Buildings & Coal Bins, both sides, Track No. 42	Side
		Electric Light Co. Coal Bin, Track No. 42	Side
		Tucumcari Light & Power Co. Wire, 5th Street	Over
		Goldenberg's old Concrete Vault, Track No. 47	Side

JARILLA BRANCH

MILE POST	LOCATION	DESCRIPTION	
1345.0	Orogrande	West End Cinder Incline, Main Track	Side
1348.5	Lucky Mine	Lucky Mine Ore Bins, No. 2 Spur	Side
		Loading Tipple, Tracks No. 1, 4 & 5	Over & Side

CLOUDCROFT BRANCH

MILE POST	LOCATION	DESCRIPTION	
1387.0	Oliverlee	Loading Tipple, Spur	Over & Side
1398.6	High Rolls	Freight House Platform, Siding	Side
1400.9	Wooten	Water Treater Platform, Main Track	Side
1404.3	Switchback	Cribbing	Side
1408.7	Cloudcroft	Breece Lumber Co., Motor Car House	
		Breece Lumber Co., Connection	Side
		Breece Lumber Co., Tool House, Lbr. Co. Conn.	Side
		Breece Lumber Co., Wood Shed, Lbr. Co. Conn.	Side
		Breece Lumber Co., Eng. Shed, Lbr. Co. Main Track and Siding	Side
		Breece Lumber Co., Oil House, Lbr. Co. Conn.	Side
		Water Tank Spout, Main Track	Over
		Breece Lbr. Co., Conn., N. W. Corner P. O. Bldg.	Side
		Breece Lumber Co., Conn., Dwellings opposite P. O. Building	Side
		Breece Lbr. Co., Conn. Fence, near Tool House	Side

Note—Look out for narrow rock cuts between La Luz and Russia

MILE POST	LOCATION	DESCRIPTION	

CAPITAN BRANCH

Note—Look out for narrow rock cuts between Vera Cruz and Indian Divide

DAWSON BRANCH

MILE POST	LOCATION	DESCRIPTION	
1639.0	Bridge 1639-A	Steel Bridge over Canadian River, Main Track	Over & Side
1673.0	Cabeza	Coal Chute, Main Track and Coal Chute Track	Side
1686.3	Solana	Water Tank Spout, Main Track	Side
1696.1	Roy	Floersheim Warehouse & Platform, Ind'y Track No. 3	Side
1706.4	Mills	Wilson Co. Elevator, Spur No. 6	Side
1715.6	Abbott	Wilson Co. Elevator, Spur	Side
		Water Tank Spout, Main Track	Side
1729.8	Taylor	Coal Chute, Main Track & Track No. 3	Side
1759.4	Dawson	Water Column, Tracks Nos. 16 & 17	Side
		Scale House, Tracks Nos. 7 & 9	Side
		Sand House, Tracks Nos. 16 &17	Side
		Water Loading Crane, Track No. 15	Side
		Walls, Depressed Track No. 18	Side
		Coal Unloading Trestle, Track No. 25	Side
		Oil House, Track No. 38	Side

Note—Look out for narrow rock cuts between Tucumcari and Cabeza

Employes are warned that it is dangerous to ride on top or sides of cars at previously mentioned points.

Bunks on log cars, such as are used on the Cloudcroft Branch, will not clear stock pen platforms.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Underframe	Wood
Baggage—60 ft.	93,070	—	—
" —66 ft.	127,610	—	—
" —70 ft.	122,620	—	—
" —70 ft. (With Auto. End Door)	125,800	—	—
" — (Dynamo)	98,730	—	—
" —	—	87,120	81,120
Baggage & Mail—60 ft.	103,620	—	—
" " —69 ft.	124,760	—	—
" " —70 ft.	129,140	—	—
" " —	—	103,590	99,200
Baggage & Passenger	108,675	112,640	76,320
Express Refr. — N. P. Ry.	—	74,000	60,000
" " — G. N. Ry.	—	—	70,000
" " — A. R. E. No. 40- 154	—	78,000	—
" " — " " 155- 224	—	89,000	—
" " — " " 500- 506	—	110,000	—
" " — " " 1101-1175	—	85,000	—
" " — P. F. E. " 500- 799	—	83,000	—
Tea & Silk	—	—	48,180
Express, Horse	133,050	—	81,033
Postal	112,120	—	—
Postal Storage—40 ft.	74,530	—	—
" " —60 ft.	105,120	—	—
Club	146,210	122,300	—
Official	170,700	155,370	109,370
Chair—60 ft.	100,620	—	84,740
" —74 ft.	163,900	—	—
Coaches—60 ft.	98,130	—	—
" —70 ft.	137,640	—	—
" —72 ft.	139,660	—	—
" —73 ft.	148,040	—	—
" —72 ft. (Interurban)	120,000	—	—
" —	—	—	81,210
All-Day Lunch—Chair	105,970	—	—
" " —Coach	103,875	—	—
Cafe Coach	—	138,600	—
Diner—70 ft	—	135,930	131,040
" —72 ft.	155,330	146,930	134,530
" —77 ft. (Arch Type Roof)	156,000	—	—
" —77 ft. (Clere Story Roof)	161,520	165,530	—
" —79 ft.	169,100	—	—
" —80 ft.	175,200	—	—
Cafe Parlor	148,950	161,200	—
Lounge	173,000	—	—
Observation—75 ft.	154,400	—	—
" —77 ft.	173,300	—	—
" —	—	141,870	121,300
Pullman—Observation	164,600	153,000	—
" —Observation Lounge	171,200	—	—
" —Lounge	168,700	—	—
" —Parlor	155,600	147,500	—
" —Bedroom Car	167,600	—	—
" —Standard Sleeper	164,600	144,000	—
" —Tourist	140,600	133,000	—
Rail Car—Gas-Electric, 400 H. P.	158,400	—	—
" —Gas-Electric, 600 H. P.	167,200	—	—
" —McKeen—55 ft.	64,140	—	—
" — " —70 ft.	71,530	—	—
Observation (Open Top)	—	—	62,000

LOCATION HOSPITAL STRETCHERS

EL PASO UNION DEPOT | EL PASO YARD OFFICE
DOUGLAS PASSENGER STATION | DOUGLAS YARD OFFICE

TUCSON	DEMING	HACHITA	VAUGHN
LORDSBURG	BISBEE JCT.	ALAMOGORDO	DAWSON
FAIRBANK	BISBEE	CARRIZOZO	TUCUMCARI

HOSPITALS

GENERAL HOSPITAL,	S. P. Hospital	San Francisco, Cal,
DIVISION HOSPITALS	Hotel Dieu	El Paso, Texas
	St. Mary's	Tucson, Ariz.

Location	Physicians and Surgeons' Names	Title
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager
Tucson	Dr. C. A. Thomas	Assistant to Chief Surgeon
Tucson	Dr. S. C. Davis	Division Surgeon
Tucson	Dr. J. B. Littlefield	Assistant Surgeon
Tucson	Dr. V. G. Presson	Assistant Surgeon
Tucson	Dr. R. A. Wilson	Assistant Surgeon
Tucson	Dr. M. C. Comer	Oculist and Aurist
Benson	Dr. J. N. Morrison	District Surgeon
Benson	Dr. R. E. Yellott	Assistant District Surgeon
Cochise	Dr. J. B. Ellis	District Surgeon
Lordsburg	Dr. C. P. Austin	District Surgeon
Lordsburg	Dr. C. B. Austin	Assistant District Surgeon
Clifton	Dr. C. H. Laugharn	District Surgeon
Duncan	Dr. A. G. Neighbor	District Surgeon
Deming	Dr. F. D. Vickers	District Surgeon
Deming	Dr. J. G. Moir	Assistant District Surgeon
Tyrone	Dr. N. D. Frazin (Silver City)	Emergency Surgeon
El Paso	Dr. R. L. Ramey	Division Surgeon
El Paso	Dr. H. H. Varner	Assistant Division Surgeon
El Paso	Dr. E. W. Rheinheimer	Assistant Surgeon
El Paso	Dr. S. F. King	Assistant Surgeon
El Paso	Dr. J. J. Gorman	Assistant Surgeon
El Paso	Dr. J. M. Britton	Oculist and Aurist
El Paso	Dr. F. S. Schuster	Assistant Oculist and Aurist
El Paso	Dr. S. A. Schuster	Assistant Oculist and Aurist
El Paso	Dr. W. L. Brown	Consulting Surgeon (Service limited to consultation with Division Surgeon)
Columbus	Dr. E. J. Thornberry	District Surgeon
Douglas	Dr. N. V. Alessi	District Surgeon
Douglas	Dr. A. K. Duncan	Assistant District Surgeon
Douglas	Dr. John Cook	Oculist and Aurist
Bisbee	Dr. Robt. Ferguson	District Surgeon
Bisbee	Dr. H. J. French	Assistant District Surgeon
Bisbee	Dr. A. E. Cruthirds	Oculist and Aurist
Naco	Dr. B. C. Tarbell	District Surgeon
Tombstone	Dr. E. M. Parham	District Surgeon
Alamogordo	Dr. F. B. Evans	District Surgeon
Alamogordo	Dr. E. P. Simms	Associate District Surgeon
Tularosa	Dr. H. E. Whitacre	District Surgeon
Carrizozo	Dr. F. H. Johnson	District Surgeon
Carrizozo	Dr. M. G. Paden	Consulting Surgeon (Service limited to consultation with District Surgeons or when they are not available)
Carrizozo	Dr. P. M. Shaver	District Surgeon
Corona	Dr. L. H. Barry	District Surgeon
Duran	Dr. A. A. Sanford	District Surgeon
Vaughn	Dr. J. W. Kinsinger	District Surgeon
Santa Rosa	Dr. Z. E. Funk	District Surgeon
Tucumcari	Dr. O. E. Brown	District Surgeon
Tucumcari	Dr. C. H. Ferguson	Assistant District Surgeon
Mosquero	Dr. D. C.Daniel	District Surgeon
Roy	Dr. M. D. Gibbs	District Surgeon
Dawson	Dr. C. S. Hart	District Surgeon
Dawson	Dr. L. A. Dewey	Assistant District Surgeon

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

TERMINAL TRAINMASTERS

W. C. Downey	Lordsburg, N. M.
J. H. Curlee	Douglas, Ariz.
M. L. Lankford	Douglas, Ariz.
T. L. Hurley	Tucumcari, N. M.
M. M. Luye	Tucumcari, N. M.

DIVISION MILEAGE

Main Lines

Lordsburg to El Paso	S. P. R. R.			148.00	
	T. & N. O. R. R.			4.00	
End Tucson Division to Tucumcari	E. P. & S. W. R. R.			323.30	
	E. P. & S. W. R. R. of Texas			4.30	
	E. P. & N. E. R. R.			18.22	
	E. P. & N. E. Ry.			124.26	
	E. P. R. I. Ry.			127.51	
	C. R. I. & P. Ry.			60.41	
Total Main Line					810.00

Branches

Benson-Fairbank	S. P. R. R.	At Benson, Initial Point E. P. & S. W. R. R.	.01		
	EP&SWRR	Benson, Initial Point E. P. & S. W. R. R. to Benson Jct.	17.57	17.58	
Bisbee	EP&SWRR	Bisbee Jct. to Bisbee		8.03	
Bisbee-Lowell Cutoff	EP&SWRR	Corta to Lowell via Warren		2.84	
Capitan	EP&NERy	Carrizozo Jct. to Capitan		21.29	
Clifton	S. P. R. R.	Lordsburg to Initial Point A. & N. M. Ry.	.03		
	A.&N.M.Ry.	Initial Point N. M. & A. R. R. to Clifton	70.77	70.80	
Cloudcroft	A.&S.M.Ry.	Alamogordo Jct. to Russia		31.56	
Cochise-Douglas	A. E. R. R.	Cochise to Kelton	27.29		
	EP&SWRR	Kelton to Douglas	30.41	57.70	
Commonwealth	A. E. R. R.	Pearce to Commonwealth Mill		1.33	
Courtland	EP&SWRR	Kelton to Courtland		4.60	
Dawson	Dawson Ry.	Tucumcari to Dawson		131.97	
Fort Huachuca	EP&SWRR	Lewis Springs to Fort Huachuca		14.30	
Gleeson	A. E. R. R.	Kelton to Gleeson		6.81	
Jarilla	EP&NERy	Orogrande to Zora		4.72	
Lordsburg-Hachita	S. P. R. R.	Lordsburg to Initial Point A. & N. M. Ry.	.10		
	A.&N.M.Ry.	Lordsburg to Hachita	38.14	38.24	
Patagonia	EP&SWRR	Fairbank to Initial Point N. M. & A. R. R.	.04		
	N.M.&A.R.R.	Fairbank to Flux	46.70	46.74	
Tombstone	EP&SWRR	Fairbank to Tombstone		9.94	
Tyrone	A.T.&S.F.Ry.	Deming to Burro Mountain Jct.	33.30		
	B. Mt. R. R.	Burro Mountain Jct. to Tyrone	13.08	46.38	
Valedon	A.&N.M.Ry.	Oil Siding to Valedon		3.80	
Total Branches					518.63
Total Rio Grande Division					1328.63

Trainmasters

W. S. FORD	**Douglas, Ariz.**
J. M. TREFREN	**El Paso, Texas**
J. W. CORBETT	**Tucumcari, N. M.**

Road Foreman of Engines

A. G. NEWELL	**El Paso, Texas**

Chief Train Dispatcher

H. G. BONORDEN	**El Paso,Texas**

Assistant Chief Train Dispatchers

F. O. LOCKHART	**El Paso, Texas**
H. DIXON	**El Paso, Texas**

J. P. NASH, Assistant Superintendent, El Paso, Texas

RATING OF LOCOMOTIVES—RIO GRANDE DIVISION

IN M's OF 1000 LBS. BACK OF TENDER

MAIN LINE

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure		EASTWARD			WESTWARD				EASTWARD				WESTWARD		
				El Paso-Gallinas Tucumcari-Gallinas*	Douglas-Cazador Rodeo-Pratt Hachita-Continental Ford-Mimbres Arena-Altair Mt. Riley-Potrillo Hereford-Naco	Mescal-Fairbank Bisbee Jct.-Douglas Chiricahua-Rodeo Mimbres-Arena Potrillo-El Paso	Fairbank-Hereford Naco-Bisbee Jct. Cazador-Chiricahua Pratt-Hachita Continental-Ford Altair-Mt. Riley	El Paso-Mastodon Playas-Antelope Apache-Cazador Douglas-Bisbee Jct. Rodeo-Apache	Noria-Potrillo Columbus-Mimbres Ford-Savoya Victorio-Hachita Hachita-Vista	Mastodon-Noria Savoya-Victorio Fairbank-Mescal Altair-Columbus	Potrillo-Altair Mimbres-Ford Vista-Playas Antelope-Rodeo Cazador-Douglas Bisbee Jct.-Fairb'k Mescal-Tucson	Tucson-Mescal	Wilna-Myndus Aden-El Paso	Lisbon-Hawkins	Lordsburg-Lisbon Hawkins-Wilna Myndus-Aden	El Paso-Strauss Afton-Aden	Aden-Myndus Wilna-Lordsburg	Myndus-Wilna Strauss-Afton
T-36	T—63-20/26-118	2102 to 2104	190		1500	6000	1900	1600	2050	3050	6000	1500	6000	2500	3300	2500	6000	2800
T-37	T—70-24/28-146-S	2105 and 2106	176		2000	6000	2550	2150	2750	4050	6000	2000	6000	3350	4400	3350	6000	3750
TW-3	TW—50-20/26-120	2932 to 2945	170		1600	6000	2050	1750	2200	3250	6000	1600	6000	2650	3500	2650	6000	2950
C-8, 9, 10	C—57-22/30- 192-S 194-S 200-SF	2700 to 2860 2513 to 2599	210		2500	8000	3200	2700	3450	5100	8000	2500	8000	4150	5500	4150	8000	4650
C-18	C—57-22/28-169-S	3400 to 3409	200	2300														
C-19	C—57-22½/28-178-S	3410 to 3426	200	2400	2400	8000	3100	2600	3350	4850	8000	2400	8000	4000	5250	4000	8000	4450
P-12	P—73-27/28-189-SF	3120 to 3129	190	2600	2600	8000	3350	2800	3600	5300	8000	2600	8000	4350	5750	4350	8000	4900
MK-5, 6	MK—63-26/28-210-SF	3241 to 3277	210	3150	3150	8000	4050	3400	4350	6400	8000	3150	8000	5250	6900	5250	8000	5850
MK-7, 8, 9	MK—63-29/30- 257-SF 247-S	3300 to 3324	176	3400	3500	8000	4450	3800	4800	7050	8000	3500	8000	5800	7650	5800	8000	6500
F-1	F—63-27½/32-273-S-278-SF	3600 to 3652	200	3700	3700	10000	4750	4000	5100	7450	10000	3700	10000	6100	8050	6100	10000	6850
F-3	F—63-29½/32-307-S	3653 to 3667	200	4200	4200	10000	5400	4550	5800	8500	10000	4200	10000	7000	9200	7000	10000	7800
F-4, 5	F—63-29½/32 306/B-61-SF 319/B-62-SF	3668 to 3768	200	4400	4750	10000	6100	5150	6550	9550	10000	4750	10000	7850	10000	7850	10000	8800
MT-1, 3, 4	MT—73-28/30-246/B-60-SF	4300 to 4362	210	3600	3800	10000	4850	4100	5250	7700	10000	3800	10000	6300	8300	6300	10000	7050
MT-2	MT—73-29/30-262-SF	4385 to 4390	210	3550	3550	10000	4600	3850	4950	7300	10000	3550	10000	5950	7900	5950	10000	6700
SP-1 SP-2, 3	SP—63-25/28-32-316/B-60-SF SP—63-25/28-32-317/B-61-SF	5000 to 5015 5016 to 5048	225	5000	5350	10000	6850	5800	7350	10000	10000	5350	10000	8850	10000	8850	10000	10000
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS { LESS THAN 40 Ms 40 TO 50 Ms				6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3

OTHER LINES

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Bisbee Jct.-Bisbee Lewis Springs-Ft. Huachuca Fairbank-Tombstone	Bisbee-Bisbee Jct. Ft. Huachuca-Lewis Springs Tombstone-Fairbank Elgin-Fairbank Sonoita-Flux	Fairbank-Sonoita Flux-Elgin Benson-Benson Jct. Douglas-Cochise Benson Jct.-Benson	Cochise-Douglas Hachita-Guthrie Duncan-Hachita So. Siding-Duncan	Guthrie-So. Siding Clifton-So. Siding	So. Siding-Clifton	Tucumcari-Campana Cabeza-Dawson	Campana-Cabeza	Dawson-Taylor Mills-Canadian	Taylor-Mills Canadian-Tucumcari	Alamogordo-Russia	Russia Alamogordo	Carrizozo-Capitan	Capitan-Carrizozo			
T-1	T—63-20/26-112	2235 to 2273	180	870	6000	1050	1570	800	6000	1350	450	3000	1500							
T-36	T—63-20/26-118	2102 to 2104	190	870	6000	1050	1570	800	6000											
T-37	T—70-24/28-146-S	2105 and 2106	176	1150	6000	1450	2100	1050	6000											
TW-3	TW—50-20/26-120	2932 to 2945	170	940	6000	1150	1700	860	7000											
C-8, 9, 10	C—57-22/30- 192-S 194-S 200-SF	2513 to 2599 2700 to 2860	210	1470	8000	1770	2640	1350	8000											
C-18	C—57-22/28-169-S	3400 to 3409	200							1950	975	5250	2625							
C-19	C—57-22½/28-178-S	3410 to 3426	200	1430	8000	1700	2530	1310	8000	2050	1025	5500	2750							
P-12	P—73-27/28-189-SF	3120 to 3129	190	1490	8000	1790	2720	1340	8000	2650	1325	7250	3625							
MK-5, 6	MK—63-26/28-210-SF	3241 to 3277	210	1850	10000		3100													
MK-7, 8, 9	MK—63-29/30- 247-S 257-SF	3300 to 3324	176	2070	10000		3450													
F-1	F—63-27½/32-273-S-278-SF	3600 to 3652	200	2190	10000															
F-3	F—63-29½/32-307-S	3653 to 3667	200	2490	10000															
F-4, 5	F—63-29½/32 306/B-61-SF 319/B-62-SF	3668 to 3768	200	2770	10000															
C-14	C—46-21/24-125	2504	160											245	8000	340	940			
C-15	C—50-21/26-126	2505 to 2508	160											230	8000	325	930			
C-17	C—51-21½/28-160	2510, 2511	180											320	8000	435	1160			
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS { LESS THAN 40 Ms. 40 Ms. TO 50 Ms.				3 0	6 3	3 0	6 3	3 0	6 3	6 3	6 3	6 3	6 3	3 0	3 0	3 0	3 0			

*NOTE: Ratings for districts Gallinas to El Paso and Gallinas to Tucumcari will be car limit instead of Ms.

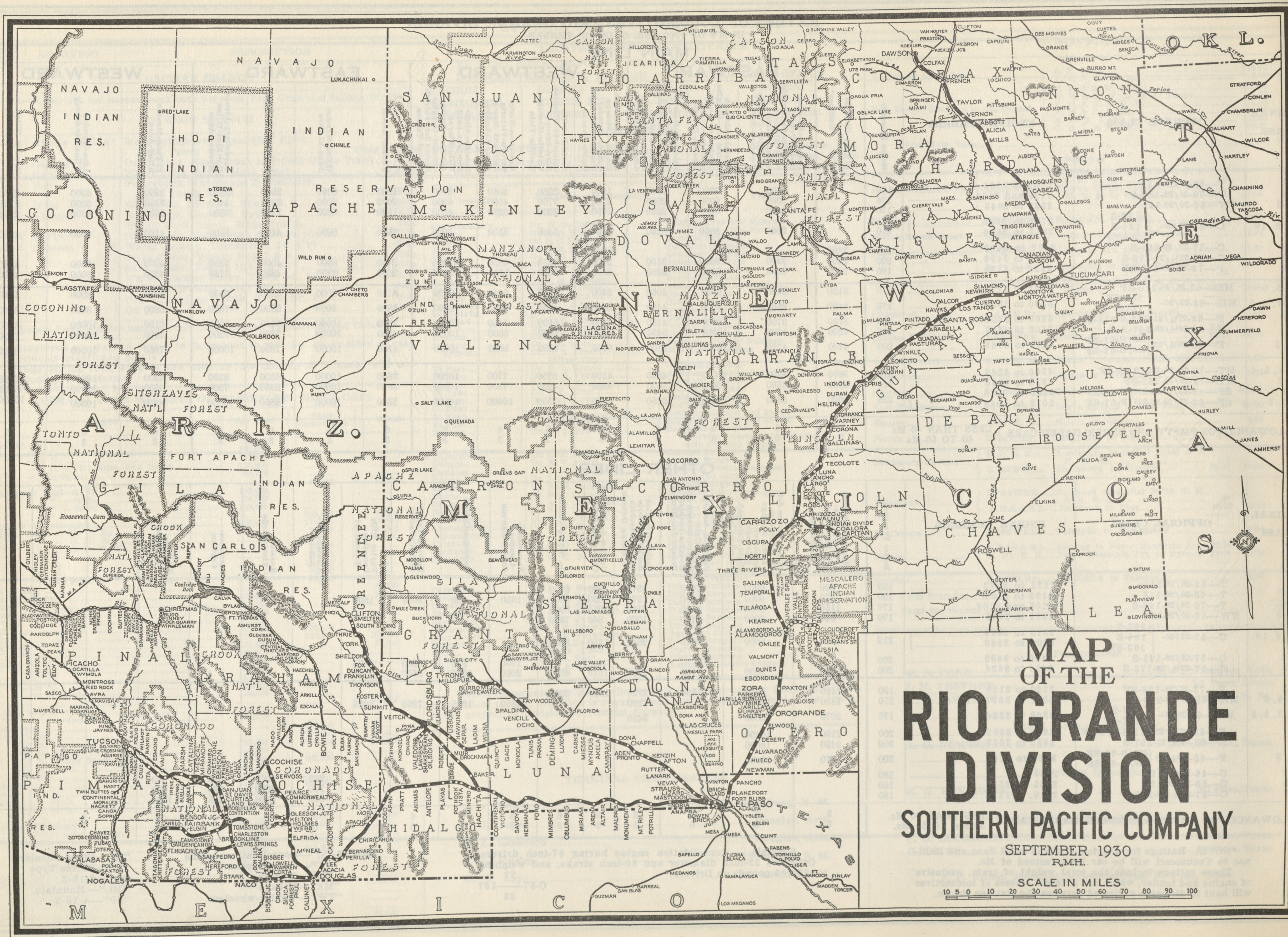
These ratings include the total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul in direction indicated between the stations shown.

Example. — Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$\text{C-57}\frac{22}{30}\text{187}$$

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"Mk"—Mikado
"TW"—Twelve-wheelers

"E"—Eight-wheelers
"P"—Pacific Type
"F"—2-10-2
"Mt."—Mountain
"SP"—4-10-2



ARIZ.
N. MEX.
TEX.
OKL.
MEXICO
NAVAJO INDIAN RES.
HOPI INDIAN RES.
COCONINO
NAVAJO
APACHE
McKINLEY
SAN JUAN
RIO ARRIBA
TAOS
COLFAX
UNION
MORA
HARDING
SAN MIGUEL
SANDOVAL
SANTA FE
BERNALILLO
VALENCIA
TORRANCE
GUADALUPE
QUAY
CURRY
DE BACA
ROOSEVELT
CHAVES
LEA
LINCOLN
SOCORRO
CATRON
SIERRA
GRANT
DONA ANA
OTERO
LUNA
HIDALGO
GREENLEE
GILA
PINAL
GRAHAM
PIMA
COCHISE
SANTA CRUZ
FORT APACHE INDIAN RES.
SAN CARLOS INDIAN RES.
MESCALERO APACHE INDIAN RESERVATION
SITGREAVES NAT'L FOREST
TONTO NATIONAL FOREST
CORONADO NATIONAL FOREST
FLAGSTAFF
GALLUP
ALBUQUERQUE
SANTA FE
TUCUMCARI
SANTA ROSA
CARRIZOZO
ALAMOGORDO
EL PASO
LAS CRUCES
DEMING
LORDSBURG
TUCSON
NOGALES
DOUGLAS
BISBEE
BENSON
TOMBSTONE
GLOBE
SILVER CITY
CLOVIS
ROSWELL
DAWSON
SOCORRO

MAP OF THE

RIO GRANDE DIVISION

SOUTHERN PACIFIC COMPANY

SEPTEMBER 1930

R.M.H.

SCALE IN MILES

10 5 0 10 20 30 40 50 60 70 80 90 100